



Class F123

Book .057





NORTHERN ROUTE.

U.S. MAIL LINE

AND

AMERICAN EXPRESS LINE

ROUTES FROM ALBANY

NIAGARA FALLS, BUFFALO

AND

MONTREAL.

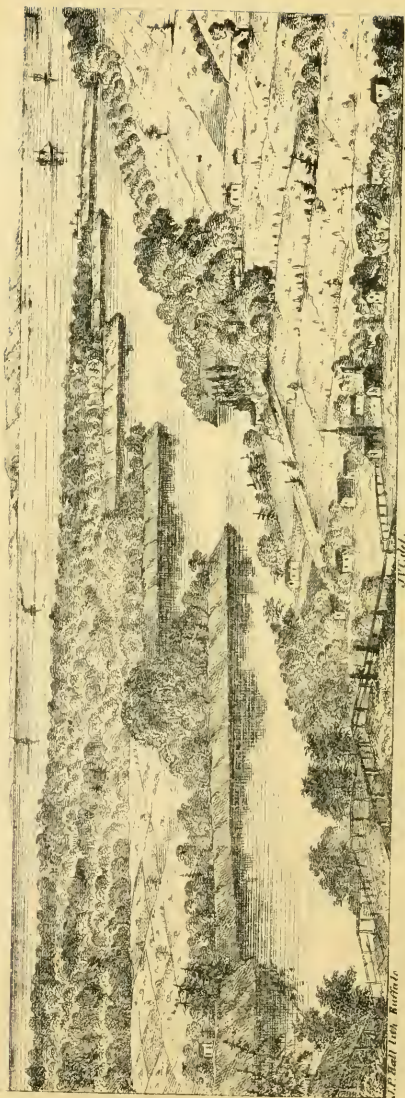


ONTARIO & ST. LAWRENCE STEAM-BOAT COMPANY'S

STEAMERS
 BAY STATE, ONTARIO, NORTHERNER,
 CATARACT, NIAGARA, LADY OF THE LAKE,
 NEW YORK AND ROCHESTER.

- TRUSTEES**
- | | |
|-------------------|-------------|
| E. B. Allen | Plymouth |
| G. N. Seymour | Morrisville |
| H. Van Rensselaer | Clayton |
| A. Chapman | Oswego |
| C. G. Merrick | Saratoga |
| H. F. Lough | Utica |
| L. Wright | Watertown |
| Wm. White | |
| T. S. Patten | |
| J. Munson | |
| S. Buckley | |





VIEW OF NIAGARA RIVER and LAKE ONTARIO
From the top of the Mountain at Lewiston

J. W. Thomsen del.

J. P. Hall Lith. Buffalo

The Great Northern Route.

AMERICAN LINES.

THE

ONTARIO AND ST. LAWRENCE

STEAMBOAT COMPANY'S

HAND-BOOK FOR TRAVELERS

TO

NIAGARA FALLS,

MONTREAL AND QUEBEC,

AND

THROUGH LAKE CHAMPLAIN

TO SARATOGA SPRINGS.

Illustrated with Maps, and Numerous Engravings
From Original Sketches.

BUFFALO:

PUBLISHED BY JEWETT, THOMAS & CO.,
GEO. H. DERBY AND CO.

1852.

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Entered according to Act of Congress, in the year 1852,

By J. VAN CLEVE.

In the Clerk's Office of the District Court of the United States for the
Northern District of New York.

VAN CLEVE
34947
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STEREOTYPED

JEWETT, THOMAS AND CO.
Stereotypers and Printers,
BUFFALO, N. Y.

LAKE ONTARIO.

Ontario and St. Lawrence

Steamboat Company.

TRUSTEES.

E. B. ALLEN, PRESIDENT.....	OGDENSEBURGH, N. Y.
H. VAN RENSSELAER.....	OGDENSEBURGH, N. Y.
G. N. SEYMOUR	OGDENSEBURGH, N. Y.
A. CHAPMAN	MORRISTOWN, N. Y.
E. G. MERRICK.....	CLAYTON, N. Y.
S. BUCKLEY.....	WATERTOWN, N. Y.
A. MUNSON.....	UTICA, N. Y.
T. S. FAXTON	UTICA, N. Y.
HAMILTON WHITE	SYRACUSE, N. Y.
LUTHER WRIGHT.....	OSWEGO, N. Y.
HENRY FITZHUGH.....	OSWEGO, N. Y.

OFFICE OF THE COMPANY, AT OSWEGO, N. Y.

J. VAN CLEVE, TREASURER

1852.

NIAGARA FALLS AND MONTREAL.

LAKE ONTARIO.

Ontario and St. Lawrence Steamboat Company

Will, during the season, run two daily lines, Sundays excepted,

BETWEEN LEWISTON AND MONTREAL.



UNITED STATES MAIL LINE,

Composed of the large and commodious Lake Steamers,

NORTHERNER	CAPT. R. F. CHILD.
ONTARIO	CAPT. H. N. THROOP.
NIAGARA	CAPT. J. B. ESTES.
CATARACT	CAPT. A. D. KILBY.

And the beautiful River Steamers,

JENNY LIND	CAPT. L. MOODY.
BRITISH EMPIRE	CAPT. D. S. ALLEN.
BRITISH QUEEN	CAPT. LAFLAMME.

One of these large and superior Lake Steamers leaves Lewiston every day, connecting at Oswego with the railroads to Albany, at Ogdensburgh with the railroads through New England to Boston, and the above named River Steamers to Montreal, as follows:

DOWN THE LAKE.	UP THE LAKE.
Leave Lewiston..... 3 P. M.	Leave Montreal 2 P. M.
Leave Rochester.....10 P. M.	Leave Ogdensburgh on arrival of cars from Boston, 7 P. M.
Leave Oswego, connecting with cars for Albany.... 8 A. M.	Leave Kingston..... 8 A. M.
Leave Sacketts Harbor ...11 A. M.	Leave Sacketts Harbor ...11 A. M.
Leave Kingston..... 2 P. M.	Leave Oswego on arrival of cars from Albany..... 4 P. M.
Leave Ogdensburgh..... 8 A. M.	Leave Rochester..... 9 P. M.
and arrive in Montreal at 5 P. M. passing the Thousand Islands and all the Rapids by daylight.	and arrive at Lewiston at 5 A. M. in time for Boat for Toronto and Hamilton, and Trains for Niagara Falls and Buffalo.

N. B.—Passengers up the Lake, by this line, arrive at Niagara Falls and Buffalo in time for breakfast and morning boats up Lake Erie — having an opportunity to see the Falls.

Passengers leaving Buffalo at 12 o'clock, noon, and Niagara Falls after dinner, can take this line and reach Albany, via Oswego, next afternoon, at 2 o'clock, in time for cars and steamers for New York, making the trip with despatch and without fatigue, and at less expense than by any other route

 1852.

Niagara Falls and Montreal.

LAKE ONTARIO.



American Express Line,

Composed of the new, large, and beautiful Lake Steamers,

NEW YORK CAPT. R. B. CHAPMAN.

BAY STATE CAPT. J. H. LEDYARD.

And the beautiful River Steamers,

JENNY LIND CAPT. L. MOODY.

BRITISH EMPIRE CAPT. D. S. ALLEN.

BRITISH QUEEN CAPT. LAFLAMME.

Expressly adapted to the navigation of the Rapids.

Will, in connection with the railroads between Cape Vincent and Albany, at Ogdensburgh with the railroads through New England to Boston, and the River Steamers to Montreal, form a

DAILY LINE, SUNDAYS EXCEPTED, BETWEEN
LEWISTON, TORONTO, CAPE VINCENT, ALBANY, OGDENSBURGH, BOSTON, AND MONTREAL,

As follows:

DOWN THE LAKE.

Leave Lewiston.....	12 M.
Leave Toronto	3½ P. M.
Leave Cape Vincent	4 A. M.
Leave Ogdensburgh.....	8 A. M.
and arrive in Montreal..	5 P. M.
passing the Thousand Is-	
lands and all the Rapids	
by daylight.	

UP THE LAKE.

Leave Montreal.....	2 P. M.
Leave Ogdensburgh on ar-	
rival of cars from Boston,	2 P. M.
Leave Cape Vincent on ar-	
rival of cars from Albany,	6 P. M.
Leave Toronto.....	6 A. M.
and arrive at Lewiston at	9 A. M.
in time for Boat for Ham-	
ilton, and Trains for Falls	
and Buffalo.	

N. B.—Passengers wishing more variety, in going East from Niagara Falls, than is afforded by railroads, and not having time to go by way of Montreal, will find the route by the American Express Line and railroads between Cape Vincent and Albany, agreeable and expeditious, leaving Niagara Falls at 11 A. M., going via Toronto, and reaching Albany next afternoon in time for cars and steamers for New York.

Both the United States Mail and American Express Lines connect at Ogdensburgh with the river steamers down the Rapids to Montreal, and cars for Boston, over the Ogdensburgh railroad to Rouse's Point; from thence, by either the Vermont Central or the Rutland and Burlington Railroads, through the valleys of the Green Mountains. Those for Saratoga, from Ogdensburgh by railroad, or from Montreal by railroad, take steamer at Rouse's Point for Whitehall; from thence by railroad — or, those wishing to make the delightful trip through Lake George, leave the Champlain boat at Fort Ticonderoga.

THE
Steamer Rochester,

CAPT J. MASON,

Will, during the season, run daily, Sundays excepted, between

LEWISTON AND HAMILTON,

CONNECTING WITH BOTH THE

UNITED STATES MAIL LINE

AND

American Express Line,

AS FOLLOWS :

Leave Hamilton at..... 7 A. M.

Arrive at Lewiston at..... 11½ "

AND

Leave Lewiston at..... 1 P. M.

Arriving at Hamilton at..... 5½ "

N. B.—Passengers leaving Hamilton for New York by this boat, and taking either of the American Lines from Lewiston, reach there at 9 o'clock next evening; and those leaving Hamilton for Montreal by this boat, and taking the American Express Line at Lewiston, reach there at 5 o'clock, P. M., next afternoon.

GENERAL OFFICES

OF THE

Ontario and St. Lawrence Steamboat Company.

MONTREAL Office in M'Gill Street.
 OGDENSBURGH Office at Railroad Depot.
 OSWEGO Principal Office, on the Dock.
 ROCHESTER Office under Eagle Hotel.
 NIAGARA Office Cataract Hotel Block.
 BUFFALO Office Western Hotel Block.
 BUFFALO Office American Hotel Block.

At all the above Offices, Tickets can be Procured.

Northern Railroad,

OFFICE IN CATARACT HOTEL BLOCK, NIAGARA FALLS.

1852.

BUFFALO AND NIAGARA FALLS

RAILROAD.

SUMMER ARRANGEMENT.

Cars will leave BUFFALO at	9 o'clock, A. M.	
“ “	12 “	M.
“ “	4½ “	P. M.
Cars will leave NIAGARA FALLS.....	6¾ “	A. M.
“ “ “	2½ “	P. M.
“ “ “	6 “	P. M.

ONE TRAIN ONLY ON SUNDAY,

Leaving BUFFALO at.....	8½ o'clock A. M.	
Leaving NIAGARA FALLS.....	5 “	P. M.

WM. A. BIRD,

SUPERINTENDENT

1852.

NIAGARA FALLS AND LEWISTON

STAGE COMPANY.

IN CONNECTION WITH THE

LAKE ONTARIO STEAMERS

AND

Niagara Falls and Buffalo Railroad,

IS AN

ELEGANT LINE OF STAGE COACHES,

Running over the Plank Road from

LEWISTON TO NIAGARA FALLS:

Leaving Niagara Falls.....	8	A. M.
“ “	10½	A. M.
“ “	2½	P. M.

Leave Lewiston for Niagara Falls, connecting with the cars for BUFFALO, immediately upon the arrival of the Steamers.

This line of Coaches is conducted in a most able manner; the proprietors having spared no pains or expense in their arrangements; and having obtained the services of obliging and

sober men for drivers, every care and precaution for the comfort and safety of passengers has been thoroughly attended to

Those intending to take the Lake Ontario or Northern Route, have an opportunity of seeing the Devil's Hole, Brock's Monument, and the beautiful view (see frontispiece,) from the brow of the mountain above Lewiston, in coming down at the regular hours of the stages to the boats. But those wishing to spend a little more time in visiting these places, as well as Queenston Heights, Battle Ground, and the great Suspension Bridge at Lewiston, than is afforded by the regular coaches, (as the boats leave immediately upon the arrival of the stages at Lewiston,) can procure them at any hour by applying at the Stage Office.

There are few drives surpassing this in beauty of scenery, or more abundant in historical incidents, — so much so that it may almost be called “classic ground,” — and pleasure-seekers should by no means omit enjoying it.

Parties coming up Lake Ontario on the steamers, and wishing separate carriages, can secure them by applying to the clerk of the boat.

N. B.— Travelers intending to take the Lake Ontario route, can have their baggage checked at Buffalo directly for Lewiston, and vice versa, relieving them from all care of it while at the Falls.

OSWEGO AND SYRACUSE RAILROAD.

SUMMER ARRANGEMENT—1852.

Trains will leave Syracuse,

At 6.10 A. M. from New York, Express to Boat for Ogdensburgh.

At 1.45 P. M. from Albany, Expresses to Boat for Lewiston, &c

At 5.30 P. M. from Mail and New York Express.

Trains will leave Oswego,

At 6.10 A. M. from Boat to morning train from Syracuse.

At 10 A. M. to connect with New York Express.

At 5.30 P. M. to connect with Mail and Night Express.

These, also, connect with trains from Syracuse west. Baggage can be checked from New York, Albany, and all principal stations, to and from Oswego.

Tickets can also be purchased to and from the same points.

A. G. WILLIAMS,

SUPERINTENDENT.

Rome, Watertown & Cape Vincent

RAILROAD.

This road has Rome, (fourteen miles west of Utica,) for its southern, and Cape Vincent, on the St. Lawrence, sixty miles above Ogdensburgh, for its northern terminus. Length, ninety-seven miles—eighteen intermediate stations.

Summer Arrangement for 1852, as follows:

Going North and West.

Passengers leaving New York by the evening trains will reach Rome in time for the Morning Mail Train for Cape Vincent.

Passengers leaving New York by evening boats will reach Rome for the Noon Express Train for Cape Vincent.

Passengers leaving New York by the first morning train will reach Rome in time for the Evening Local Train for Cape Vincent.

Going South and East.

Passengers from Niagara Falls, Hamilton, and Toronto, by taking the Morning Mail Train from Cape Vincent, will arrive in New York or Boston early the same evening.

Passengers from Kingston, Bay of Quinte, and Ogdensburgh, by taking the Noon Express Train at Cape Vincent, will reach Albany in time for the evening boats for New York.

Passengers can leave Ogdensburgh by the American Express Line, at 2 P. M., and reach Cape Vincent in time for the evening local train going east. Or can leave at 8 P. M., by the U. S. Mail Line, and reach Cape Vincent in time for the morning train for Albany and New York. Steamers will ply between Cape Vincent and Kingston alternately, three times each day, Sundays excepted.

Steamers from Montreal and Lewiston will touch at Cape Vincent twice each day, affording the most agreeable and expeditious means of transit to Niagara Falls, Toronto, Hamilton, Brockville, Prescott, Ogdensburgh, and other prominent ports on lake Ontario and river St. Lawrence.

Also, steamers ply constantly between the Cape and Belleville, and other port towns on the Bay of Quinte.

The line of this road passes over the ancient Indian trail and hunting grounds, between the head waters of the Mohawk and the river St. Lawrence. Such is tradition, corroborated by the frequent discovery of relics which could only pertain to the red man in his primeval and *uncontaminated* state.

Constant experience has proved that wherever nature presented means of subsistence and physical charms to the children of the forest, the civilized man has never had occasion to hesitate when looking for a "new home." Accordingly, we find Jefferson county, although its settlement dates back less than sixty years, filled with an industrious population, *and a railroad as a monument of their enterprise.*

This line is not marked with that boldness in natural scenery, and charged with those drafts on life and limb, which characterize some existing thoroughfares; but it is not devoid of views enriched by the sublimity of space,—of a sense of personal security,—and the pleasurable emotions engendered while passing well-cultivated fields, thriving villages, and noble rivers.

The southern terminus, Rome, at the present day, is too well known to the traveling public to need particular attention. The *prestige* which is given by the passage of the Erie and Black River Canals, the New York Central, and the Watertown and Rome

Railroads, through it,—*particularly the latter*—should be sufficient to gratify ordinary ambition.

With this town, however, are connected many interesting reminiscences. Ninety-six years ago, during the French war, a fort was built just in the rear of where the Seymour House now stands, and was named Fort Stanwix, after the officer who superintended its construction. It commanded the carrying place between the Mohawk and Wood Creek, whose waters have different destinations—the former, the Atlantic ocean, the latter Lake Ontario, by way of Oneida Lake and Oswego river. Cannon ball and grape shot have been found, in grading on the site of this fort, within the last fifteen years. On the fall of the French power in America, in 1759, Fort Stanwix passed into the hands of the English. At the commencement of the Revolution, the fort was in ruins. It was repaired, and re-named Fort Schuyler, by the Americans, and occupied by them as an outpost. On the incursion of Burgoyne, by way of Lake Champlain, a detachment of British under Col. St. Leger, was despatched by the St. Lawrence and Lake Ontario route to the newly-named Fort Schuyler, with the view of capturing it, and forming a junction with Burgoyne at Albany. Both were so unfortunate as not to reach that city. St. Leger discovered more agility in quitting his position, before the force of Col. Willett, than he

had in taking it; and Burgoyne was violently relieved of his command at Saratoga, by Gen. Gates.

Rome at present contains about six thousand five hundred inhabitants, and being principally emigrants from New England, and their descendants, are a well-behaved people. It has a large mercantile business, several churches, and first-rate hotels.

The first ten miles, after leaving Rome by the Watertown and Rome Railroad, the prospect is not of the most enchanting kind, it being a dead level, and the land parting with its "first great crop," consisting of sundry pines and hemlocks, of calibre rating from a telegraph pole to a fair-sized mill log. If shingles and sawed lumber were digestible, there would need be no apprehension of a famine among the residents here for years to come. As it is, they exhibit signs of good keeping which would lead to the conclusion that versatility of character was not the least of their qualifications—allowing boards and shingles to be their staples.

NORTHERN RAILROAD

After Thursday, April 1, 1852, Trains will Run as follows.

GOING EAST.

Mail Train leaves Ogdensburgh	8 A. M
Arrives at Rouse's Point.....	12 $\frac{3}{4}$ P. M
Express Train leaves Ogdensburgh.....	2 P. M
Arrives at Rouse's Point	6 $\frac{3}{4}$ P. M

GOING WEST.

Mail Train leaves Rouse's Point	8 A. M
Arrives at Ogdensburgh.....	12.50 P. M
Express Train leaves Rouse's Point.....	2 P. M
Arrives at Ogdensburgh.....	6.55 P. M.

MAIL TRAIN DOWN connects, at Rouse's Point, with the Mail Train of the Vermont Central Railroad, for Boston; and for New York, via Connecticut Valley railroads. Also, with the Rutland and Burlington Railroad, at Burlington, for Troy, Albany, and New York—via Hudson River and Harlaem railroads. Connects, also, with the Passumpsic River Railroad, and the Champlain and St. Lawrence Railroad, for Montreal.

EXPRESS TRAIN DOWN connects as above. Connects with Boston and New York, by the Lake Ontario Steamboats, via Burlington and Whitehall. Steamboats will leave the Railroad Wharf on the arrival of the Express Train at Rouse's Point, at 7 o'clock, P. M

MAIL TRAIN UP, connects with the Lake Ontario Express Line of Steamboats, which leave Ogdensburgh at 2 o'clock P. M., and arrive at Niagara Falls at 8 o'clock the following morning. Also, with lines of steamers which touch at all the ports on the British shore of Lake Ontario.

By this route, passengers leaving Montreal in the morning train, will be placed on board the Lake Ontario steamboats, at the Railroad Wharf at Ogdensburgh, at 1 o'clock P. M., and arrive at Brockville and Kingston same afternoon, and at Toronto and Hamilton the next day.

EXPRESS TRAIN UP, connects with the night boats on Lake Ontario, which coast the Lake, and stop at all the ports on the American side of the Lake, landing passengers at Lewiston, for Niagara Falls and Buffalo.

EXPRESS FREIGHT TRAIN UP, for Express train for Boston and New York, to Canada and the West, via Ogdensburgh Railroad Line, leaves Rouse's Point at 6 P. M., and runs through, without stopping at way-stations, and arrives at Ogdensburgh at 10 minutes past 4 o'clock, next morning.

EXPRESS FREIGHT TRAIN DOWN, leaves Ogdensburgh for Boston and New York, at 5.45 P. M., and arrives at Rouse's Point at 4 o'clock next morning. This Express Freight Line connects with Express Lines to Boston, via Vermont Central Railroad, and by steamboat to Burlington, and thence, via Rutland and Burlington Railroad. Also, by steamboats and

railroads for New York, via Whitehall, Troy, and the Hudson River.

This well-appointed railway commences at Ogdensburgh, on the St. Lawrence river, at the foot of lake navigation, and extends one hundred and eighteen miles, to Rouse's Point, at the foot of the navigation of Lake Champlain.

At this point, the lake is crossed by the celebrated bridge from Rouse's Point to Alberg Island. This structure is about three thousand feet in length, and is remarkable for the peculiarity of the swing bridge, near the center, by means of which, the passage of vessels is allowed. The Depot at this point, is one of the most commodious and extensive in this state.

Fort Crawford, at the boundary line between the United States and Canada, is also situated just below the bridge. It is nearly completed, and, when finished, will doubtless present one of the strongest fortifications in the country.

Lines of railways and steamboats from Boston, New York, and Montreal, connect at the terminus of the Ogdensburgh Railroad, at Rouse's Point.

The White Mountains are now easily reached by the Vermont Central, and Passumpsic railways. Stages are always in attendance to convey passengers from the station on the Passumpsic, to Faybyan's White Mountain House.

CHARLES L. SCHLATTER,

Chief Engineer and Superintendent.

Hints to Travelers.

A few hints to travelers are not deemed inappropriate.

For the purpose of saving much trouble, and many inconveniences, from complying with the different regulations of the various lines of conveyances, with regard to baggage, we recommend travelers, and particularly those for pleasure, to take with them trunks of convenient size to withstand the rough handling to which they are subjected.

On all the principal lines of conveyances, baggage is usually checked to any point desired, which relieves the owner from much anxiety.

Baggage, while under check, is out of the reach of the owner, particularly on railroads, hence the importance, for comfort, to have some small traveling bag, or satchel—which travelers can take with them at all times, in staterooms and other places—containing articles of clothing, &c. for daily use. The difficulty of

getting at baggage, when in cars or baggage rooms, for the purpose of taking out such articles as may be needed every night, is attended with much trouble, and at times not practicable.

Every one should decide, before arriving at their stopping place, the hotel at which they intend to stop, and not wait until their arrival. The noise and solicitations of the agents of the various lines of conveyances, and different public houses, at the railroad depots and steamboat landings, are apt to discompose even those accustomed to it, and the inexperienced traveler is liable to be misled.

It is very easy to obtain the names of the public houses from directories and papers, or from friends who have been over the route — thus avoiding much annoyance, and increasing the pleasure of traveling. The comforts of home cannot be expected at all times when traveling; I would therefore advise my traveling friends, to leave home with a determination to be pleased, and submit to the many trifling annoyances which necessarily attend nearly all modes of transit. A cheerful disposition begets a corresponding spirit in all whom it may come in contact with; and the proof of this will universally be found, whether it comes in contact with steamboat captains, stewards, conductors, or ordinary passengers.

HAND-BOOK FOR TRAVELERS.

Hand-Book for Travelers

TO

Niagara Falls, Montreal, Quebec, Lake Champlain, Saratoga, &c.

THE route from NIAGARA FALLS to MONTREAL, and QUEBEC, by way of LAKE ONTARIO and the RIVER ST. LAWRENCE, has now become one of the favorite summer excursions so indulged in by all classes of the American people, that their Canadian neighbors have named them the "traveling nation."

In the "Guide Books" of the day, this route receives a casual mention, like hundreds of others; but the peculiar merits of it have not been pointed out and enlarged upon.

In the first place, there are no steamers in the world that rank higher than those belonging to the

Ontario and St. Lawrence Steamboat Co.
and comprising the two American lines—the

United States Mail Line,

running on the American side of Lake Ontario, and the

American Express Line.

running on the Canadian side. These boats are constructed in the most substantial manner; the utmost pains are taken in the manufacture of their engines, and though "last, not least," the selection of the officers in command, the engineers, and all concerned in their navigation, is made with the strictest reference to their fitness and qualifications for the stations they are to hold. As a proof of the care and skill with which the American steamers have always been conducted on these waters, it can be said of them, what perhaps can not be said of any other line of steamers or railroad in the world, of equal extent—*that there has never occurred an accident by which loss of life was occasioned.*

The Canadians are trying the experiment of running boats adapted to the navigation of the river below OGDENSBURG, upon the Lake also. This is considered by many well acquainted with lake and river navigation, as not practicable with a due regard to safety; as vessels of so light draught of water, as are necessary to run the Rapids with safety, are thought not suitable for the Lake navigation; and if they are built of sufficient draught to adapt them for the Lake, they may be considered unsafe for the

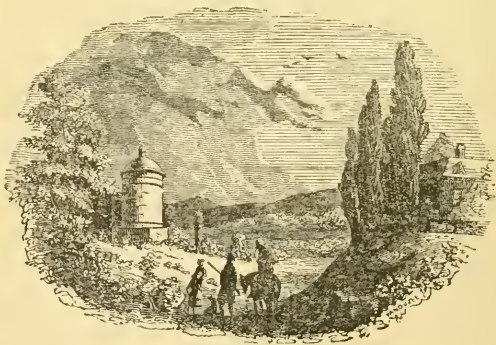
Rapids. The ONTARIO AND ST. LAWRENCE STEAM BOAT Co. have taken this view of the matter, and built their steamers accordingly, having large, strongly-built ones for the Lake, and others of a light draught for the Rapids.

In the second place, no route in the United States is more replete with natural interest, or more abundant in thrilling historical associations. The settlement of many of the towns on this route, date back to the time of the occupation of the country by the French. This was also a favorite "hunting ground" of the Indians; and many were the battles fought before they would give up possession of the pleasant country of the Niagara and St. Lawrence.

Here may be traced records of the labors of the Jesuits, those pioneers of civilization — persevering men, who, undaunted by privations and difficulties, endeavored to spread their religion among the different Indian tribes. The long contest between England and France finally terminating in the conquest of Canada, and the total destruction of French sovereignty on this continent, furnished many a battle-field on this frontier, and caused it to be again and again deluged with blood. The constant struggle between these parties, the attempts of each to enlist the sympathies and assistance of their Indian neighbors, and the cruelties enacted by them, would furnish

matter for many a tale. Volumes might be filled with these legends and traditionary stories.

It has been thought advisable to compile a small "Guide" for this route exclusively, in order to give travelers a short sketch of the most interesting points. The dates have been obtained from the most reliable sources, many of them being taken from copies of the original documents. It is hoped this unpretending volume may serve to amuse those passing over the route, as well as to induce others to take the trip.





BUFFALO.

This is the place from which the "Northern Tour" commences.

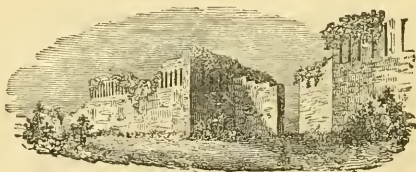
BUFFALO was first settled in 1796; in 1798 it contained eight houses. Except being the place where Indian councils were frequently held, nothing of interest occurred here till the breaking out of the war between this country and Great Britain.

On the 30th of Dec. 1812, Buffalo and Black Rock, both of them flourishing villages, were burned by the British and Indians. In Buffalo but two buildings, a dwelling house and blacksmith shop, were suffered to stand.

In 1822-23 the "SUPERIOR" was built, and was the first steamboat that ever passed out of Buffalo Creek.

The first American vessel on Lake Erie was built in 1797, near Erie, Pa., and was called the "WASHINGTON." She navigated this Lake but one season, and was then sold to a Canadian, who took her out of the water at Chippewa, and placed her upon truck wheels, drawn by oxen, and in this way conveyed her over the Portage to Queenstown, where she was again launched. She sailed for Kingston, but was never heard of after leaving the Niagara River.

Buffalo is now a city of about 50,000 inhabitants, and is truly the "Queen City of the Lakes."



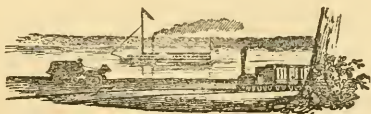
RUINS OF FORT ERIE.

Almost opposite Buffalo, on the Canadian shore, can be seen the ruins of FORT ERIE. This Fort was taken on the 27th of May 1813, by the Americans under Gen. PRESTON, afterward governor of Virginia, then in command of Black Rock.

The English obtained possession of it, and it was again captured by the Americans on the 3d July 1814. A short time afterward it was besieged by the English, under Lieut. General DRUMMOND. After a siege of fifty days, General BROWN determined to make a sortie; this was accordingly done on the 17th September. So great was the British loss, that the siege was abandoned, and General DRUMMOND broke up his camp, and retired to Chippewa.

There is a railroad from Buffalo to Niagara Falls, a distance of twenty-two miles—which is usually run in an hour—passing a large portion of the way upon the bank of the Niagara River. Just after leaving Buffalo, a military work is passed upon the banks of the river Niagara, belonging to the United States, and called FORT PORTER, in honor of the late General PETER B. PORTER.

BLACK ROCK is a small village situated upon the river, and possessing a good harbor. The first steamboat that navigated lake Erie, called "WALK IN THE WATER," was built at this place, in 1818.

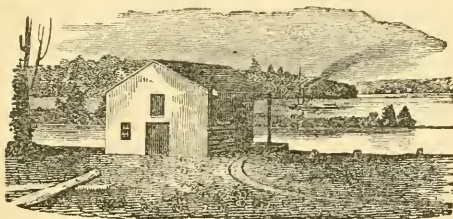


The cars make a short stop at the village of TONAWANDA, situated at the junction of a small stream of the same name, with the Niagara. The railroad crosses this stream, and also the Erie canal.

Opposite Tonawanda is GRAND ISLAND, about twelve miles long. There is a small bay at the foot of it called "BURNT SHIP BAY," deriving its name from the following incident:

After the capture of Quebec, and the consequent cession of this country to the English, the French at Schlosser determining that their vessels should not fall into the hands of the English, put into this bay, and set fire to them. Within the last few years persons have succeeded in bringing up from the remains of these vessels, cannon-shot, pieces of iron, &c.

Between Tonawanda and the Falls, the railroad crosses a small stream called CAYUGA CREEK. It was near this that, in 1679, LA SALLE built the "GRIFFIN," the vessel which, one hundred and seventy-three years ago, first sailed upon the western Lakes. LA SALLE and Father HENNEPIN embarked in her, and set sail upon a voyage of discovery; they, however left her at Mackinac, and the Griffin proceeded on her voyage, reached Green Bay, took in a cargo of rich furs, started on her return, and was never heard of after.



SCHLOSSER

At SCHLOSSER, two miles above the Falls, was an old French fort; this passed into the hands of the English, and an old chimney is still standing which belonged to their mess-house.

CHIPPEWA, a small Canadian village is directly opposite this place. Just above the village are the Plains of Chippewa. This was the battle ground on the 5th of July, 1814, of the Americans under General BROWN, and the English commanded by General RIAL. At this place two small streams empty into the Niagara; the upper one is called STREET's, and the lower and larger CHIPPEWA CREEK. The English were posted behind and below the Chippewa; the Americans occupied a position near Street's Creek; both streams were crossed by bridges. About noon a party of British, militia and Indians, began to annoy the American picquets, soon after which

General PORTER, with a force of volunteers, militia, and friendly Indians of the "Six Nations," attacked them. They at first gave way; but hearing that General RIAL was advancing with a large force, they rallied, and again attacked the Americans. This was about four o'clock in the afternoon. "General SCOTT was ordered to their assistance, and was soon engaged in conflict with a superior force. At this moment General PORTER's command had given way, and fled in every direction, notwithstanding his personal gallantry and great exertions to stay their flight." "The retreat of the volunteers caused the left flank of General SCOTT's brigade to be very much exposed. Major JESSUP ordered his battalion 'to support arms and advance,' and so galling a discharge was poured upon the enemy as to cause them to retire."* The enemy retreated across the Chippewa, hotly pursued by General SCOTT, till within half-musket shot of the bridge. The lateness of the hour then induced General BROWN to order his forces to retire to camp.

Just below this point, commence the Rapids of the Niagara; the descent of the river being fifty feet before it reaches the brink of the great fall. Visitors sometimes express surprise at the short distance the Falls can be heard; this depends altogether

* Brown's Official Dispatch, Niles 6th.

upon the state of the atmosphere. During fine, dry weather they are heard but a short distance; but just before a storm they can be heard from sixteen to eighteen miles. It has passed into a common saying in the surrounding country, "We are going to have a storm, the Falls roar so loudly."

We are now arrived at the village of the Falls, and after locating ourselves in some one of the many comfortable hotels with which this place abounds, we prepare for a visit to the



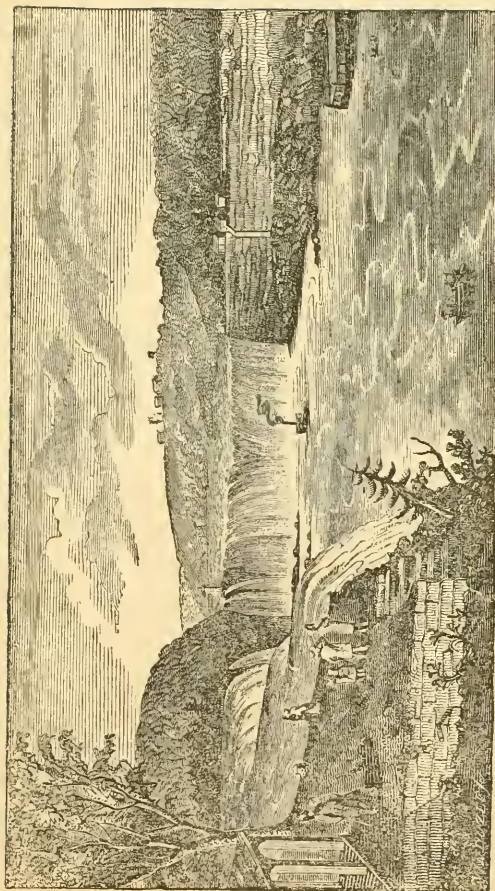
FALLS OF NIAGARA

FALLS OF NIAGARA.

There is a degree of excitement attending a first visit to NIAGARA, that perhaps is unequaled by the anticipation of any other sight. To feel that you are within a few paces of this world-wide wonder, seems to inspire the dullest almost to enthusiasm, and this feeling is not lessened by the first sight of the Rapids, in crossing the bridge connecting the main land to the Islands.

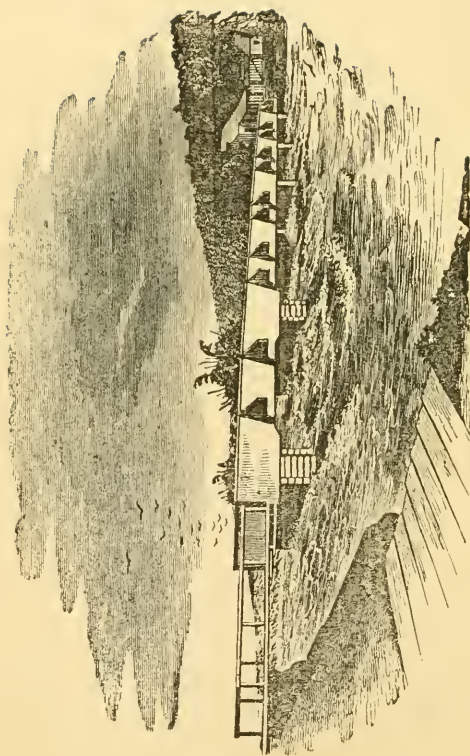
The RAPIDS are far from being the most uninteresting feature of Niagara. Many, however, do not appreciate them at first sight; they are so desirous of seeing the greater wonder, that they bestow but a passing glance upon them. To those who pause, and contemplate, there is about them something exceedingly beautiful and sublime. You feel yourself regarding them in their mad whirls and plunges rushing on to the awful brink, as something almost human, and seem to have a feeling of pity for the fate that awaits them.

Arriving upon "BATH ISLAND," visitors are requested to enter their names in a book, kept for that purpose, and pay a small fee, which gives them the privilege



THE FALLS FROM THE HEAD OF THE FERRY STAIRCASE





VIEW OF BATH ISLAND BRIDGE.

of crossing the bridge at their pleasure during the year. A short bridge leads to GOAT ISLAND, and the first visit is generally made to the AMERICAN FALL.

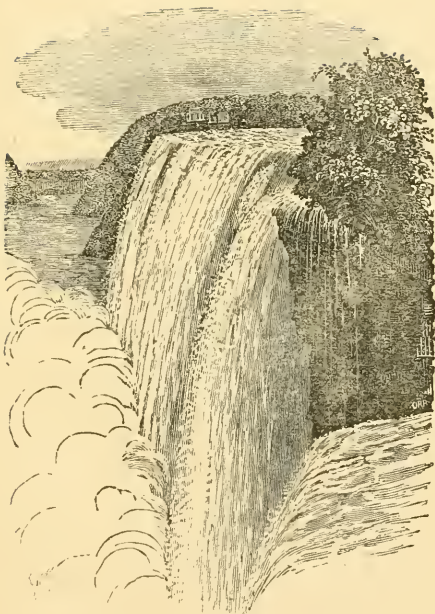
Goat Island has, by the good taste of the owner, been left in a state of nature, except so far as clearing out the underbrush, and making paths convenient for visitors; and the approach to the Fall is through the primitive forest, whose overhanging branches almost entirely exclude the sunshine, and this subdued light adds another charm to the scene. There is a path leading to the very brink of the fall, and one involuntarily clasps tightly the shrubs and trees upon the bank, while endeavoring to catch a glimpse of the abyss. Should the day be one of sunshine, the rainbow below the Fall is well worth traveling scores of miles to behold. *Looking down* upon a rainbow is certainly something different from every day experience.

Connected with Goat Island, by a rustic bridge, is LUNA ISLAND; and it was here that, three years since, a most tragical occurrence took place. A young man playfully approached a little girl, who was standing upon the extreme verge of the island, without her perceiving him, and upon his addressing her, became so frightened that her foot slipped, and she was precipitated into the current. He plunged in after her, and succeeded in catching hold of her

clothes, and endeavored to stay their headlong course by seizing a small shrub upon the bank, but the treacherous earth gave way, and the next instant they were carried over the fall. Their bodies were found; that of the little girl, on the rocks just below the place where they fell, but that of the young man had drifted down nearly to the upper Suspension Bridge.

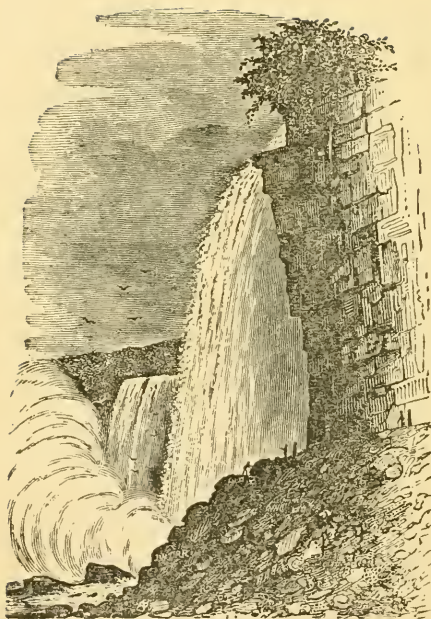
We now resume our way to the HORSE-SHOE FALL. This fall, viewed as a single object, is unquestionably one of the most sublime things in nature. It is impossible, by description, or by penciling, to convey an idea to the reader of the effect produced upon the beholder. One of the things about Niagara that makes a strong impression upon the spectator is the *motion*, and this of course is entirely lost in a drawing. This, no doubt, is the reason why the pictures of Niagara fall so far short of the reality. There is a peculiarity, too, in the color of the water, which is of the brightest green, and the upheaving of the snow-white foam contrasting so vividly with the emerald hue, needs to be seen to be appreciated.

There is a small tower built upon a ledge of rocks, upon the brink of this Fall; it is forty-five feet in height, with winding steps to the top. It was built in 1833, and is connected by Terrapin Bridge with Goat Island. Within the past winter some of the rocks near the tower, and between the tower and



VIEW LOOKING DOWN THE RIVER.





ENTRANCE TO THE CAVE OF THE WINDS.

Island have fallen away, and there is a large rock that has not fallen, but slipped down several feet, where it remains.

No one having time, should omit crossing the river; it has always been said, that nowhere does a person realize the height and grandeur of the Falls, as from the ferry boat; and it is from the center of the river that they are viewed as a *whole*, and the eye at one glance is enabled to rest upon them in their undivided grandeur and sublimity.

The path to the right, near the Biddle Stair-case, leads to a magnificent cave, appropriately named, when it was first discovered many years since, *ÆOLUS' CAVE*, or *CAVE OF THE WINDS*. This cave is about one hundred and twenty feet across, sixty feet wide, and one hundred feet high; it is situated directly behind the center fall, which, at the bottom is more than one hundred and nine feet wide, and since the rocks have been excavated and steps made, visitors can pass into the cave, and entirely behind the sheet of water. Beyond this cave, at the foot of Luna Island, there is an open space where persons may amuse themselves at leisure upon the rocks over which the floods are pouring, and then venture in as far as they please behind the whole American fall. Visitors can very often, when the wind blows down the river, pass a considerable distance behind the

sheet of water within the cave, without getting wet. The view presented in the cave, in connection with the tremendous and astounding roar of waters, will enable visitors to appreciate the following beautiful and graphic lines of BRAINARD:

The thoughts are strange that crowd upon my brain,
While I look upward to thee. It would seem
As if God poured thee from his hollow hand,
And hung his bow upon thy awful front,
And spoke in that loud voice, which seemed to him
Who dwelt in Patmos for his Saviour's sake,
'The sound of many waters;' and hath bade
Thy sound to chronicle the ages back,
And notch His centuries in the eternal rock.

Deep calleth unto deep. And what are we,
That hear the question of the voice sublime?
Oh! what are all the notes that ever rung
From war's vain trumpet, by thy thundering side?
Yea, what is all the riot man can make
In his short life, to thy unceasing roar?
And yet, bold babbler, what art thou to Him
Who drowned a world, and heaped the waters far
Above its loftiest mountains? — a light wave,
That breaks and whispers of its Maker's might.

A very pleasant way of accomplishing a large amount of sight-seeing in two or three hours is, after returning from the island, to take one of the many

carriages there in waiting, drive down on the American side, visiting the DEVIL'S HOLE, cross the great SUSPENSION BRIDGE at Lewiston, and return on the Canada side, visiting BROCK'S MONUMENT on Queens-ton Heights, battle-field at LUNDY'S LANE, and the different points of interest about the Canadian side at the Falls, and then cross the river by the FERRY. Those who do not desire to cross in the boat, can cross on the upper Suspension Bridge.

TABLE ROCK is about a hundred rods above the landing. In the spring of 1850 a large portion of it broke away, and has changed the appearance of it very much. The time of its falling was fortunately the dinner hour of the hotels, consequently, but one or two persons were on the rock at the time, and they saw the danger in time to escape. There are portions of it still threatened with the same fate. It was upon Table Rock that these beautiful lines of Mrs. SIGOURNEY were written:

Flow on, forever, in thy glorious robe
Of terror and of beauty. God hath set
His rainbow on thy forehead, and the cloud
Mantles around thy feet ; and he doth give
Thy voice of thunder power to speak of Him
Eternally—bidding the lip of man
Keep silence, and upon thy rocky altar pour
Incense of sweet praise.

LUNDY'S LANE.

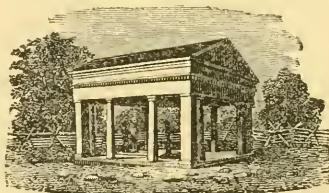
One mile and a half from the Falls is the battleground of LUNDY'S LANE. The battle was fought on the 25th of July, 1814. The American army, under command of Major-General BROWN, had taken a position at Chippewa. About noon, on that day, he received information that the British were landing at Lewiston, preparatory to marching to Schlosser, and capturing a quantity of baggage and stores there deposited. To draw the British from this move, General BROWN decided to put his troops in motion toward Queenston. General SCOTT with the "1st brigade Towson's artillery, and all the dragoons and mounted men," were put in march, to report the movements of the enemy. When General SCOTT reached the Falls, he found the English directly in his front, a narrow strip of woods only intervening. Supposing that a portion of the British had crossed the Niagara, what was his astonishment to find that the information received by General BROWN was incorrect, and that here was a large force drawn up in order of battle, a force larger than that they had encountered a few

days before on the plains of Chippewa. To pause was to be lost, and General SCOTT's decision was to advance without waiting for reinforcements; and for an hour these troops sustained the conflict, before others could be brought to their relief. The battle commenced at the close of a warm summer day, and continued till near midnight. The enemy's artillery occupied a strong position on an eminence, and it was found necessary to capture this artillery, and seize the height. General BROWN said to Colonel MILLER, "Sir, can you take that battery?" "I will try," was the reply, a phrase now become identified with the memory of this gallant soldier. It was at this battle that the original of COOPER'S "Spy" was killed; a fitting death scene for such a character.

Returning again to the American side of the Falls, carriages are in waiting to convey passengers over a plank road to Lewiston, where they are to take passage on the Lake Ontario Steamers. This road runs along the great gorge supposed to have been worn by the Falls of Niagara as they receded toward Lake Erie. This idea is by no means without weight, as there are persons now living near the Falls, who can remember when they presented quite a different appearance from the present, caused by the breaking off of the rocks from the abrading action of water, and frost.

A railroad is now about being built, running through this gorge, from the Falls to Lewiston, and will, when completed, add still more to the pleasure of the trip.

Two miles below the Falls, the river is crossed by a Suspension Bridge. This was built a few years since, but was not finished in the style at first designed, and presents a striking contrast to the large bridge at Lewiston.

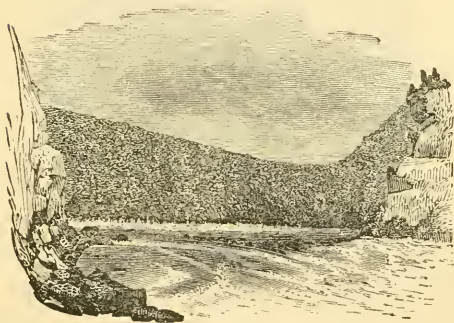


MINERAL SPRING.

Near the Suspension Bridge is the "MINERAL SPRING," welling up among the rocks, into a stone basin. The water is strongly impregnated with sulphur, and contains also lime and magnesia. A chaste little temple covers this famous Spring.

A short distance below, we come to the WHIRLPOOL. This is formed by the river making a bend almost at right angles, and the current being extremely swift, it forms a large whirlpool. Flights of steps have been placed down the bank, so that the descent can be

made with perfect safety; and although somewhat fatiguing, yet one is compensated for the trouble. The banks of the river are so high, that, from the top, the peculiar effect of the whirl is lost.



VIEW OF THE WHIRLPOOL.

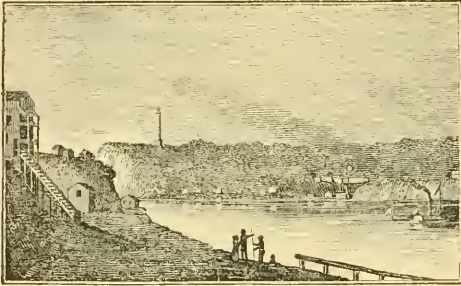


DEVIL'S HOLE

Three miles from the Falls, we come to the DEVIL'S HOLE. It was at this point, on the 14th September, 1763, that a party of French and Indians waylaid a detachment of English on their return from Schlosser to Fort Niagara, then in possession of the English. A small stream here crosses the road, and, from the fact of its waters having been reddened by the blood of the slaughtered, it was called "BLOODY RUN," which name it still retains. The French and Indians had laid their plans so well, and so entirely surrounded the English, that only two remained to tell the tale.

One of these, a Mr. STEDMAN, residing at Schlosser, was on horseback; the Indians seized the bridle, and attempted to lead him into the woods; STEDMAN drew a knife, cut the bridle loose, and, being mounted upon a powerful animal, and spurring it to its utmost speed, escaped amid a shower of balls. He afterward instituted a claim to the possession of the land round which he rode on his escape, on pretence of its having been a gift to him from the Indians; they supposing him to be endowed with some supernatural powers, from his escaping from them; and he contested the matter at law, with the persons who had purchased their title from the state, but the question was decided against him.

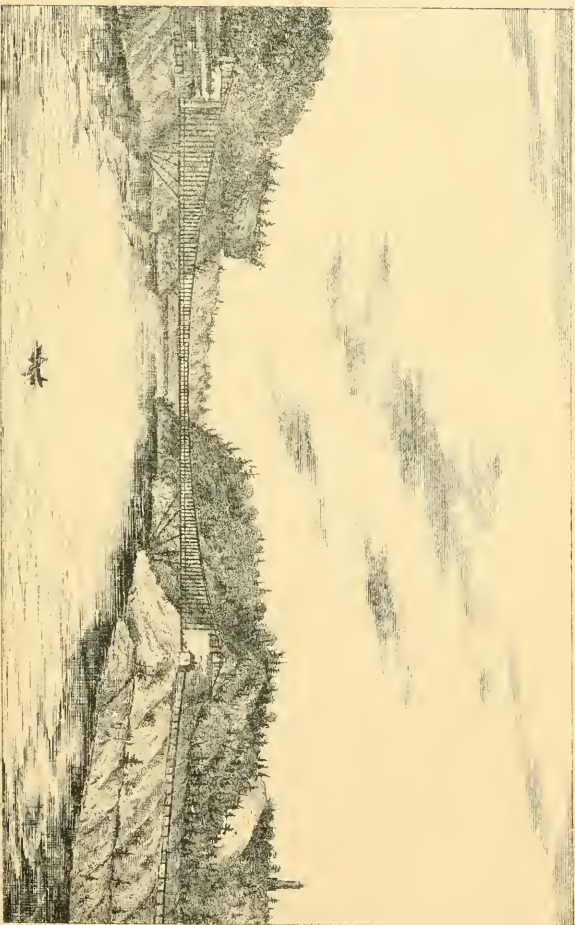
The other was a lad of the name of MATTHEWS, a drummer. Seeing death at the hands of the savages inevitable, he made a leap from the bank, and his drum-strap catching in a tree, he was saved from instant destruction. Extricating himself from the branches, he descended to the water, and crept silently under cover of the bank to Fort Niagara. He afterward resided on the Canada side of the river, below Queenston; carried on the business of chair-making, and lived to relate his strange escape till the good old age of ninety.



LEWISTON LANDING.

LEWISTON.

Three miles below the Devil's Hole, is the village of LEWISTON. It lies upon a beautiful tract of country, which extends south from the mountain ridge to Lake Ontario, and east and west two hundred miles. The view from the top of the mountain, just before you begin to descend, looking toward Lewiston, is very fine; the windings of the Niagara, the different points jutting into the river, the peculiar hue of the water; the forest extending, in many places apparently unbroken, to the Lake; Fort Niagara, and the Canadian village of Niagara, at the mouth of the river; the highlands of Toronto, forty miles distant, but distinctly seen on a bright day, their dark tints vividly contrasting



St. Stephen's Bridge

at Lewiston

and Queenston

St. Stephen's Bridge at Lewiston and Queenston.
1040 feet span

with the deep blue waters of Ontario—all combine to give a character and variety to the scene rarely equaled. On the left hand is a point of land on which, during the last war, was erected a battery, called FORT GREY. Here the French while in possession of the country, erected a small railway, to enable them to transport their goods up the mountain. It was composed of timbers laid firmly upon foundations of stone, and the power made use of was capstans and windlasses. The timbers have long since mouldered away, but the course of the railway can still be ascertained by the stone abutments which remain.

In FATHER HENNEPIN'S account of his voyage he speaks of the "three mountains"—he must have included first, the high bank of the river, next the plateau upon which the towers of the Suspension Bridge are built, and last, the main ridge or mountain.

Lewiston, before the building of the Erie Canal, was a place of considerable importance. At that time large quantities of goods, and salt from Onondaga, designed for the western country, were brought in vessels to Lewiston, and carried in wagons across the Portage to Schlosser, and then re-shipped. Upon the completion of the canal, this trade ceased, and the village has increased but slowly.

The Suspension Bridge, at this point, is one of the most remarkable works of the day. Spanning the

Niagara, it is supported by ten cables—five upon a side—resting upon towers of cut stone, the ends running into the earth, and secured to anchors drilled into the solid rock, six or seven feet. Each cable is composed of two hundred and fifty strands of No. 10 wire, placed parallel and firmly bound together, the whole length, by another wire. The distance between the points of suspension, or span, is one thousand and forty feet; width of road-way, twenty feet. This, the longest suspension bridge in the world, was erected by a few gentlemen upon each side of the river, in 1850, under the superintendence of E. W. SERRELL, C. E.

The law authorizing the construction of the work, required that, upon its completion, it should be tested by one of the Judges of the Supreme Court. After he had examined the structure in detail, a number of wagons loaded with gravel and sand, and several carriages, were driven upon the bridge, extending the whole length; but the weight of these made no impression upon it, so substantially is it built. The location of this bridge is one of the most desirable points between the two lakes for a railroad crossing, being at the head of navigation from Lake Ontario, and on a level with the great plain already spoken of, extending from near Oswego westward, through Canada.

QUEENSTON.

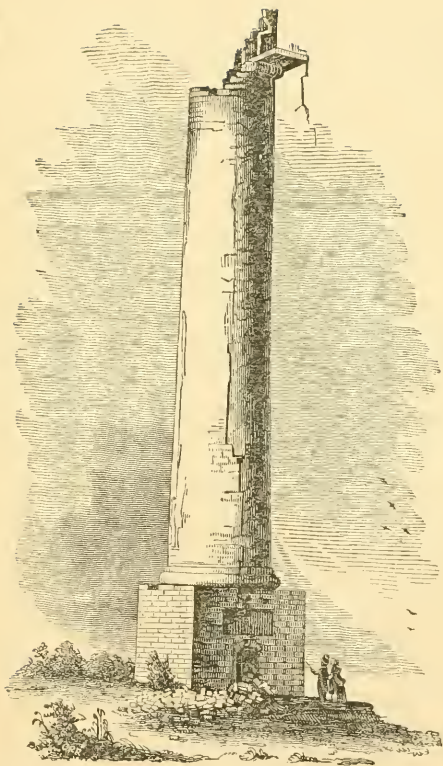
The village of QUEENSTON, at the Canadian termination of the bridge, is celebrated as the scene of one of the hardest fights during the last war with Great Britain.

This occurred on the 13th of October, 1812. A portion of the American army, commanded by Colonel VAN RENSSELAER, crossed the river early in the morning, with the expectation that the militia were to be brought over as rapidly as the number of their boats would allow. After a severe fight, the Americans obtained possession of the English batteries; but this victory, so dearly won, was lost to them from the cowardice of the troops remaining on the American side of the river, who, at this moment, refused to cross, alleging the unconstitutionality of the act. The few brave men who held possession of the heights were wearied and worn out, and with but little ammunition remaining, their case seemed almost hopeless. A large reinforcement of troops from Fort George now arrived under command of General Brock; yet even under these discouraging circumstances, they resolved

to make one effort more, and gallantly charged upon the advancing troops. The English at first gave way, and it was in attempting to rally them that General BROCK was killed, and his aid, Colonel McDONALD, received a mortal wound. They were once more brought to the attack, and longer resistance being hopeless, the Americans surrendered to General SHEAFE, who had taken command upon the death of General BROCK.

A monument erected to the memory of General BROCK stands on the Heights. This was commenced in the year 1824, and finished in 1826, at which time the bodies of General BROCK and his aid, Colonel McDONALD, were brought from Niagara and reinterred with military honors.

In the spring of 1839, a miscreant, who had been obliged to leave Canada for his participation in the political troubles of 1838, conceived the idea of demolishing this monument, erected to the memory of a good man and gallant soldier, and succeeded in placing a quantity of powder in the lower part, with a slow-match attached. The explosion took place about four o'clock in the morning, and the report was like that of one of the heaviest pieces of artillery. The explosion shattered the monument very much, but did not entirely destroy it. The feeling of indignation against the author of this outrage was not greater on the Canadian than on the American side of the river,



BROCK'S MONUMENT.

for General Brock was a man highly esteemed by both parties.

The view on page sixty-three exhibits the monument as it now appears, since the attempt to destroy it. Some steps have been taken to repair it; but for some reason, it has not been accomplished.

The site of the village of Lewiston was the home of the Mohawk Indians, after leaving the banks of the river bearing their name. This was once the residence of their celebrated chief, JOSEPH BRANT, "Thayendenega," who, with his followers, here formed a considerable village. TURNER, in his interesting history of "The Holland Purchase," gives an account of an Episcopal church at this place, which will be read with interest: "There was a log church, in which the Episcopal service was usually read upon Sundays, by some one attached to the British garrison at Niagara; and occasionally a British army chaplain, or a missionary, would be present." The Protestant Episcopal Church, "in any history of its origin and progress in western New York, may well assume that, beyond the garrison at Niagara, Brant's rude log church was the spot where its services were first held. Upon a humble log church there could, of course, be no belfry or steeple. The bell that was brought from the Mohawk, was hung upon a cross-bar resting in the crotch of a tree, and rang by a rope attached."

Three miles from Lewiston is an Indian village of the TUSCARORAS. Here is a small church, with a resident missionary; the services are quite interesting to strangers; the minister delivers his discourse, a sentence at a time, in English, and their chief translates it into the Indian tongue. It is a pleasant drive of six miles from the Falls, and is visited by a great number of travelers.

We are now ready to embark in one of the beautiful American steamers, which are unsurpassed for beauty of decoration, comfort, and convenience of arrangements, or seaworthy qualities.

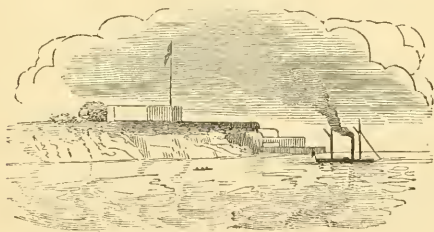
The character of the scenery of the Niagara is entirely changed at Lewiston. The river, after emerging from the high banks at the brow of the mountain, sweeps on in a majestic and tranquil current to the lake, as though wearied with the fierce strife in which it had been engaged. The shores lose their wildness, but retain their beauty, and are lined on either side, with fine farms and beautiful groves.

The first stopping-place is the village of YOUNGSTOWN, six miles below Lewiston. This is a small town named after its founder, the late JOHN YOUNG, Esq. Its site was the battle-ground, on the 24th of July, 1759, of the French and Indians, under the command of Mons. D'AUBREY, and the English and Indians, commanded by General PRIDEAUX, and, after his death,

by Sir WILLIAM JOHNSON. This battle resulted in the capture of Fort Niagara.

The Canadian village of NIAGARA is situated opposite Youngstown; it was formerly called NEWARK. Fort GEORGE was taken by the Americans, on the 29th of May, 1813. On the 10th of December, of the same year, the village of NEWARK was burned by the orders of General McCCLURE. The fort was destroyed at the same time, and was never rebuilt. The remains of the old embankments, a short distance above the present village, can be distinctly seen from the steamer.

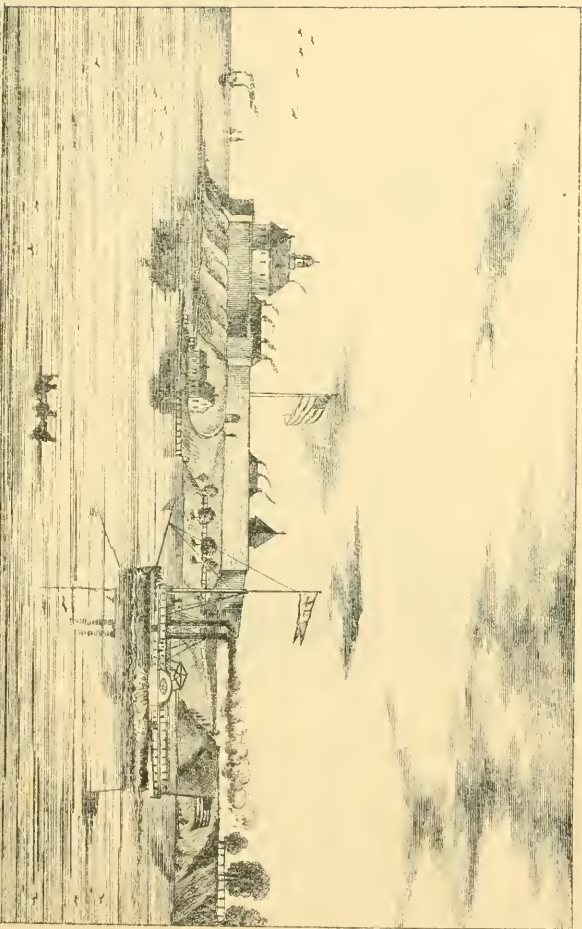
About one mile below these embankments is a fort, constructed by the British, called FORT MASSASAUGUA. A small garrison is usually stationed there.



FORT MASSASAUGUA.

FORT NIAGARA,

On the American side, is one of the most interesting points on this frontier. In 1668, LA SALLE here erected some buildings enclosed with palisades, which were burned by the Senecas in 1675. To revenge this, was one cause of the French expedition, under DENONVILLE, into the country of the Senecas. On their return, in 1687, they took formal possession, in the name of the king of France, of the land, to build a fort thereon. In 1688, orders were received by the Sieur DESBERGÈRES, the commandant of the fort, from the Marquis DE DENONVILLE, "to demolish the fortification, with the exception of the cabins and quarters," and to take a memorandum "of the condition in which we leave said quarters which will remain entire, to maintain the possession his majesty and the French have for a long time had on this continent." Among the matters enumerated in this memorandum, was "a large, framed, wooden cross, eighteen feet in height," and bearing an inscription, of which that upon the cross is a facsimile, "which was erected on last good



J. H. Hall lith

177 del

FORT NIAGARA

Jewett, Thomas & Co. Pr



Friday, by all the officers, and solemnly blessed by Rev. Father MILLET."

The place seems to have been abandoned by the French from this time till 1725, at which time the mess-house and other storehouses were built.

On the 6th of July, 1759, General PRIDEAUX landed on the lake shore, just below the mouth of the

river, with a large force of English, and a "thousand fighting men" of the Indians, and besieged Niagara. The battle before alluded to in the sketch of YOUNGSTOWN, took place on the 24th; and on the 25th, the English took possession of the fortification. They retained it until 1796, when it was given up to the Americans. It was again taken by the English on the night of the 19th December, 1813, and held by them till after the peace of 1815.

Within a few years, this fort has been thoroughly repaired, and a new wall constructed. During the progress of these repairs, many relics of former days were found. The entrances to several underground passages were discovered, but owing to their ruinous state, they were not entered: could this have been done, no doubt many interesting discoveries would have been made.

In the dungeons of the mess-house were formerly the remains of many instruments of torture, and chains firmly fastened in the wall. The walls were covered with names scratched upon them, many apparently with a nail. A French gentleman visited here a few years since, and in his explorations, found among these names that of an ancestor who had mysteriously disappeared during a period of political excitement in France; thus proving that these dungeons were sometimes used for state prisoners. Could the

walls of the old "mess house," which can be seen from the boat, be gifted with speech, what strange tales they could relate! In these halls, the polished French, and "gentle ladies" had held their revels, and mingling with them were the "red warriors," the mere recital of some of whose deeds of cruelty would cause a shudder. After the occupation by the English, it was a favorite post, and strange and varied were the scenes which passed within its walls. The traditions and stories connected with this old fort would fill volumes.

There are two lines of American steamers leaving Lewiston daily,—the EXPRESS LINE at 12 o'clock, by which passengers are enabled to see Toronto and the other towns upon the Canadian side of lake Ontario, and arrive in Montreal the following afternoon, passing the Thousand Islands and the Rapids by daylight.



TORONTO.

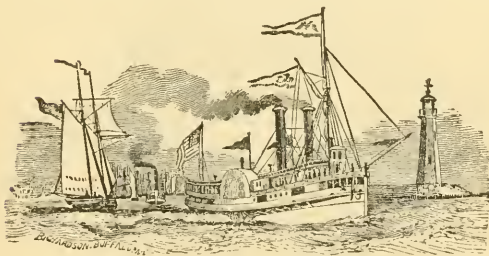
This city, formerly called LITTLE YORK, is celebrated in history as the place where General PIKE was killed by the explosion of a magazine, at the time of its capture by the Americans, April 27th, 1813. It now contains about twenty-five thousand inhabitants, and is one of the most flourishing of her majesty's Canadian towns.

The UNITED STATES MAIL LINE, running upon the American side, leaves Lewiston at 3 o'clock, P. M. After leaving FORT NIAGARA, passengers have a pleasant sail along the shore of the beautiful Ontario, which is interspersed with flourishing villages and fine farms, until they arrive at the Genesee river. The river is navigable five miles, and the steamboat landing at that point is within the limits of the city of Rochester.

The lower falls of the Genesee are about half a mile above the landing. The Indians called this GASCOUCHAGOU; and it is described in a letter, written in 1775, as "a river unknown to geographers, and filled with rapids and waterfalls." The Genesee, below the Falls, is a quiet stream, shut in by lofty banks, and

its course being exceedingly winding, adds much to its beauty. On the bank of this river, three miles below the present city of Rochester, the first American vessel was built, in 1798. She was of thirty tons burden, and was called the "JEMIMA."

After leaving the Genesee, the steamers make no stop till they arrive at OSWEGO, where passengers can take the cars in the morning, and arrive at ALBANY in time for the boats and cars for NEW YORK and BOSTON, the same afternoon.

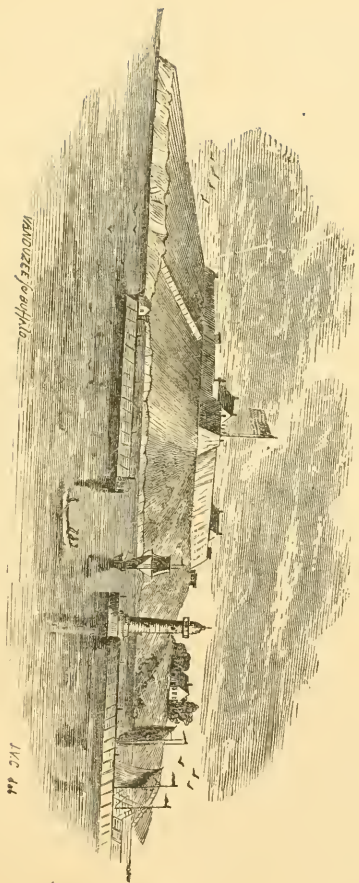


OSWEGO.

The Indian name of this place was CHOUEGUEN. The first settlement was made in 1727, by the English, who built a trading house and fortified it, on the west side of the river. This gave great displeasure to the French; and in July of the same year, the Marquis BEAULIARNAIS, Governor General of Canada, called upon the English to surrender their fort. This modest request was not complied with.

In 1755, the English built a fort on the east side of the river, on the present site of Fort Ontario. The first English vessel on this lake was built at Choueguen, and launched June 28th, 1755. On the 11th of August, 1756, the Marquis DE MONTCALM appeared before the place with a large force of French and Indians, and after a siege of three days, the English surrendered. The French obtained possession of a large amount of property, consisting of arms, provisions, and several vessels; also, "three boxes of silver, and the military chest containing £18,000." The traditions connected with the seizure of this silver and money, are no doubt the origin of the schemes of digging for treasures so often entered into, and even at

VIEW OF FORT ONTARIO.



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the present time going on, in the neighborhood of the old fort.

After taking possession of their plunder, the French entirely destroyed the fortification, and returned possession of the land to the Onondaga Indians, "to be held by them forever."

It was rebuilt by the English about the year 1759. Just before the American Revolution, they very much strengthened this fortification. They retained possession of it till 1796, when it was given up to the United States. An attack was made by the English upon this post, in May 1814, when it was commanded by Colonel Mitchell, who succeeded in retreating in good order, and securing a large portion of his stores. The English landed and destroyed the ordnance, and, taking a quantity of property from the village, embarked and retired.

Fort Ontario has, within a few years, been thoroughly repaired, and is now a very strong position. May the time never again come when its guns shall be needed to repulse an enemy from our shores.

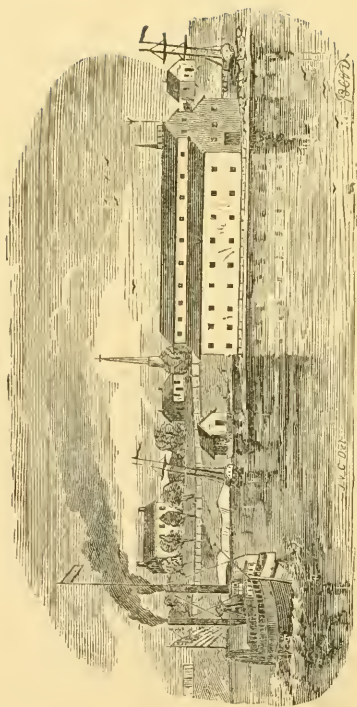
OSWEGO is now a flourishing city of about fifteen thousand inhabitants. Here is the termination of a railroad connecting at Syracuse with the central line of railroad to Albany. A new railroad will soon be built to Binghamton, and when finished, will make Oswego the great coal depot of lake Ontario and

Canada. After the completion of this road, the difference in distance between Oswego and New York, and Oswego and Philadelphia, will be only about twenty miles. Oswego is also the terminus of the Oswego canal, connecting at Syracuse with the Erie canal. It is a place of great commercial importance, there being a large commerce between this port and the upper Lakes and Canada. Here, also, are some of the finest flouring mills in the world, and immense quantities of flour are annually exported. The large starch factory, at this place, forwarded specimens of its manufacture to the World's Fair, and received a premium.

The steamer leaves Oswego about eight o'clock in the morning, and, after a pleasant sail of three hours, arrives at the naval post of SACKETT'S HARBOR.

This is a small town situated on the north-eastern shore of lake Ontario, distant from Oswego about forty-five miles, and twenty from the river St. Lawrence. It was purchased and taken possession of by Mr. SACKETT, of Jamiaca, L. I., in 1799. In 1801 only three families had settled here, in consequence of a prejudice at that time existing against settlements on the lake shore, on account of the supposed unhealthiness of so large a body of fresh water.

This place was the great naval station on the Lake during the last war with Great Britain. All the



VIEW OF THE SHIP HOUSE.

vessels of war, with the exception of the ONEIDA, which was built at Oswego in 1808, were built at this port, under the superintendence of HENRY ECKFORD, Esq., who died a few years since at Constantinople, whither he had gone to superintend the building of some vessels for the sultan.

In the ship-house, on the point at the entrance of the harbor, is now remaining, in a state of good preservation, a ship of the line of one hundred guns, which was commenced in 1814; but peace being declared soon after, it was never finished. In thirty days from the time the timber was growing in the woods, the ship was advanced to its present state, and it was the intention of the builder in sixty days more to have had her ready for sea.

Sackett's Harbor was attacked by the English, commanded by Sir GEORGE PROVOST, on the 30th May 1813. They effected a landing, but after a severe fight were driven back to their boats, and retreated, leaving many of their wounded. Unfortunately, the officers in charge of the naval stores, fearing they might fall into the hands of the English, set fire to the buildings, and the immensely valuable stores taken at "LITTLE YORK," were consumed.

There is an extensive military post here, called "MADISON BARRACKS."

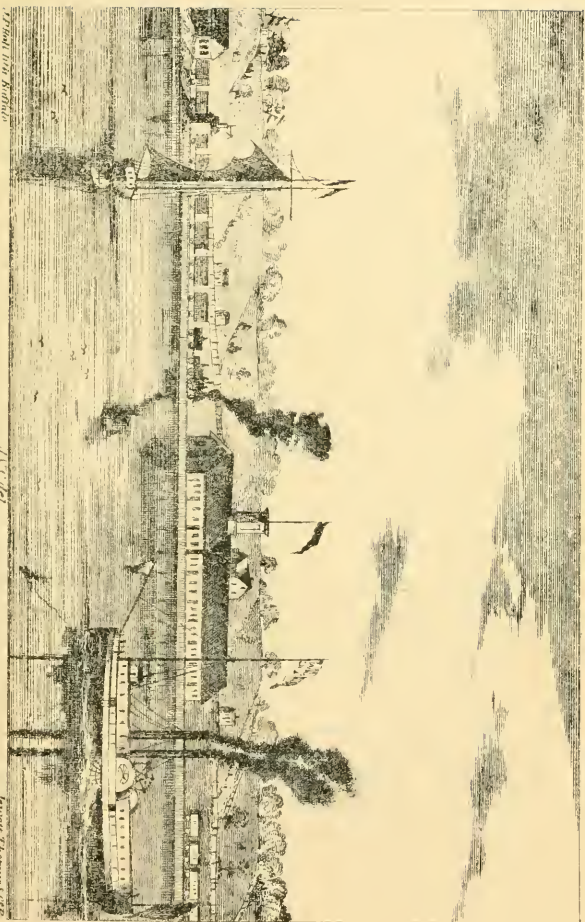
In 1816, the first American steamer on this Lake,

was built here, and called the **ONTARIO**. She was about one hundred and ten feet long on deck, had a beam engine, thirty-four inch cylinder, and four feet stroke. It was then considered unsafe to have any structure on deck, larger than a small cabin on the quarterdeck for the ladies. The **Ontario** was finally laid by in 1831.

There is a railroad nearly completed from Sackett's Harbor to Pierrepont Manor, a distance of about sixteen miles, and there connecting with the Rome and Cape Vincent Railroad.

The Express Line of Steamers, after leaving Toronto, make their first stop at **CAPE VINCENT**, a small village delightfully situated at the entrance of the river St. Lawrence. This, together with the neighboring village of **CHAUMONT**, was named in honor of one of the early settlers, **M. VINCENT LE RAY DE CHAUMONT**. It has been quite noted for having been the residence of several political adherents of the Emperor Napoleon, and a number of articles of his furniture and books were once deposited here, preparatory, it is said, to his seeking here an asylum.

A railroad has just been completed from this place to Rome, by which passengers leaving here in the morning, can reach New York the same evening. This road passes through the pretty village of **BROWN-VILLE**, the residence of the late Major General **BROWN**; also the village of **WATERTOWN**, situated on Black



VIEW OF THE HARBOR AT CAPE VINCENT.

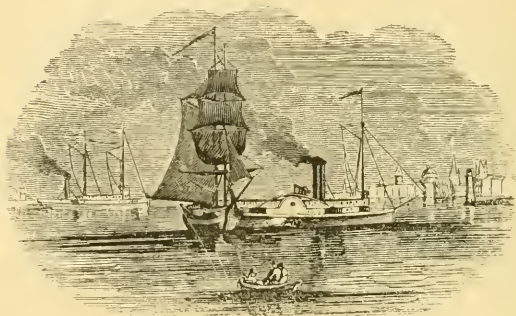


river, and one of the most flourishing and well-built towns in the state.

Lying between Cape Vincent and Kingston, is GRAND ISLAND, belonging to the English. Two small bays put into either side of this island; and at this point it is contemplated, the coming year, to construct a ship canal, a mile and a half long. By this means vessels will avoid going round the head of the island, and diminish the distance about one half.

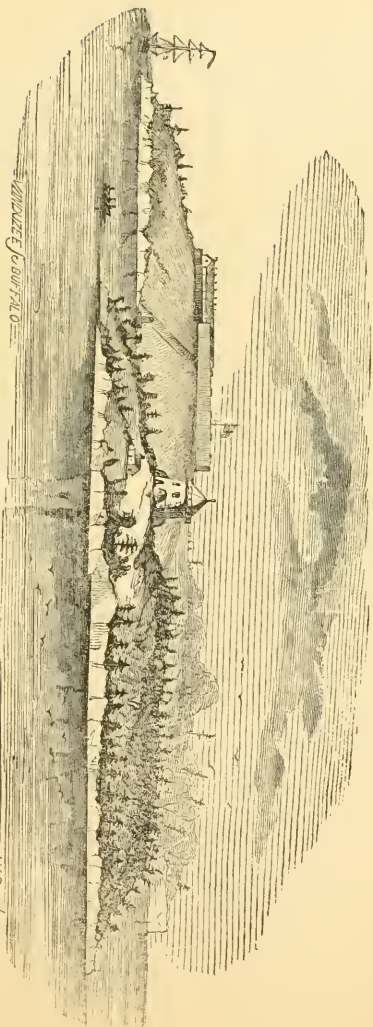
Three miles below Cape Vincent is CARLETON ISLAND, which is about three miles long and about one mile wide. At its head are the ruins of a fortification erected by the French at an early day; these can be distinctly seen from the steamer, many of the chimneys remaining quite entire. At this island the French sunk two vessels, to prevent their falling into the hands of the English. The water being very clear, the remains of these can be distinctly seen, filled with gravel and stones.

The United States Line of Steamers, after leaving Sackett's Harbor, in crossing over to Kingston, pass between the islands lying at the foot of lake Ontario, and those lying within the St. Lawrence.



KINGSTON—UPPER CANADA.

The Indian name of this place is CADARACQUI. The French commenced building a fort here in 1672, under the orders of M. DE COURCELLES, then Governor of Canada. He returned to France the same year, and the fort was finished the next spring, under the orders of his successor, Count FRONTENAC, and called by his name. The command of it was afterward given to M. DE LA SALLE, who, in 1678, rebuilt it with stone. The same year a bark of ten tons was launched. In 1688, upon hearing the news of the capture of Montreal by the Indians, the garrison set fire to the two boats they had built there, and abandoned the fort, leaving matches connected with their



MINUTE OF BUFFALO

FORT HENRY, AND CEDAR ISLAND WITH MARTELLLO TOWER.

V.V.G. 226

store of powder, to blow up the works. By some mismanagement, this was not effected, and upon the Indians' landing there some time after, they found quite a stock of powder remaining.

This position was again garrisoned by the French, in 1689, and held by them till 1758, at which time an expedition, under command of Colonel BRADSTREET, embarked from Oswego, and after two days hard fighting, he obtained possession of it, and destroyed the fort and vessels, and such articles as he could not bring away. The peace of 1762 extinguished the French title, and, after its acquisition by the English, its name was changed to Kingston.

This was an important naval station of the English, during the war of 1812, and several ships, of the largest class, were built here. The post was cannonaded by the American fleet under Commodore CHAUNCEY, in 1812.

KINGSTON is now one of the most important towns in Canada, and, next to Quebec, is the most strongly fortified.

On CEDAR ISLAND is a martello tower ; on a point overlooking the town and navy-yard, is a strong fortification, called Fort HENRY, and the harbor is defended by several martello towers. After the union of the Provinces, this was, for a few years, the seat of government. The building for the public offices and the

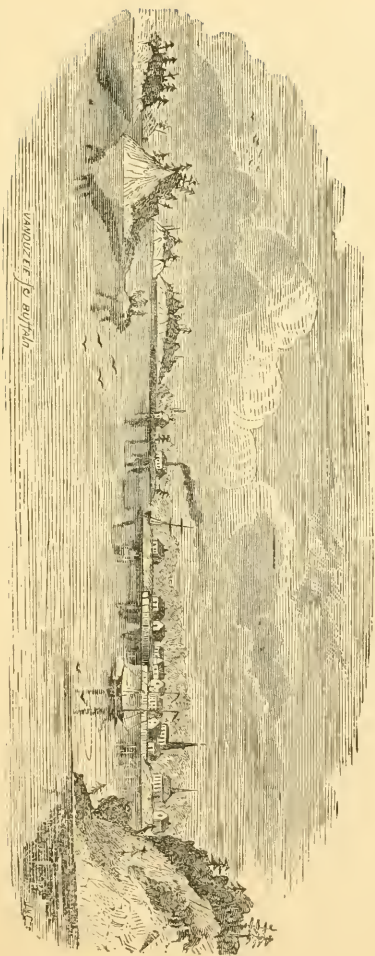
market, is one of the finest on the continent. In front of it is a large battery, and a martello tower standing on a shoal in the harbor.

Passengers have a fine view of the city and fortifications from the steamer, in entering and departing from the harbor. On leaving Kingston, we enter upon the river St. LAWRENCE. The Thousand Islands commence here, but being quite large, are not numerous until you approach CLAYTON.

This is a small village upon the American side, and is noted as the great rafting station of E. G. MERRICK, Esq., where large ship-timber and staves are formed into rafts, and floated down the St. Lawrence to Montreal and Quebec. These rafts are often passed in descending the river, and from their requiring many men to navigate them, and their erecting upon them little huts for shelter, at a little distance they present the appearance of a village. Mr. MERRICK has here an extensive shipyard, wherein many of the vessels navigating the Lakes, and several of the fine steamers belonging to the American Line, were built.

This is also the residence of the well known Wm. JONXSON, who figured in the late Canadian rebellion. In consequence of his participation in these troubles, he was obliged to seclude himself from the search instituted for him by troops under the command of the late General WORTH. It was during this seclusion

CLAYTON.





upon one of the islands in the neighborhood, that his daughter "KATE" acquired her title of "Queen of the Thousand Islands," from her visiting and carrying him provisions, in her canoe.

We are now in the midst of the THOUSAND ISLANDS. Persons, on hearing these islands spoken of, often make the remark that the number must be exaggerated; but, on the contrary, it is not sufficient, there being about fifteen hundred. At the lighthouse, four miles below Clayton, eighty can be counted from the deck of the steamboat. The following is a description of the Thousand Islands, written by a Frenchman in 1664: "An infinity of little islands are at the entrance of the lake, in such great number, and in such variety, that the most experienced Iroquois pilots sometimes lose themselves there, and experience considerable difficulty in distinguishing the course to be steered in the confusion, and, as it were, the labyrinth formed by the islands, which otherwise have nothing agreeable beyond their multitude. For these are only huge rocks rising out of the water, covered merely with moss or a few spruce, or other stunted wood, whose roots spring from the clefts of the rocks, which can supply no other aliment or moisture to these barren trees than what the rains furnish them."

About six miles below Clayton, upon Wells Island, there is a small wharf, at which, in the year 1838, the

British steamer Sir ROBERT PEEL, while taking in wood, was burned by the Canadian Patriots.

The next port, after leaving Clayton, is ALEXANDRIA BAY; a romantic little place, built upon a mass of rocks. This is a favorite resort for hunters, as well as the disciples of Isaak Walton. Three miles below the village is a position whence one hundred islands are in view at once.

Our next stop is made at BROCKVILLE, on the Canadian side of the St. Lawrence. This is one of the pleasantest villages in Canada, containing about two thousand five hundred inhabitants, and was named in honor of General BROCK, who fell at Queenston Heights. During the last war, it was taken by the Americans, under the command of Major FORSYTH, who was afterward killed at LA COLE. Directly opposite is the village of MORRISTOWN; the first settlers came from Morristown, N. J., and named their new home after the one they had left. The river, at this point, is a mile and a half wide, and we here take leave of the "Thousand Islands."

The appearance of the soil changes very suddenly, after leaving Morristown, losing its rocky character, and becoming susceptible of the highest cultivation. The country, on the Canadian side, is much better cultivated than on the American, having been settled at an earlier day. Many of these fine farms were the



VIEW OF THE THOUSAND ISLANDS.

(B. 110)

Lomes of Tories, who left the United States after the Revolution. One of these was a brother of BENE-DICT ARNOLD; he died a few years since, and there are yet some of his descendants residing in the vicinity. Twelve miles below Morristown, is the port of OGDENSBURGH.

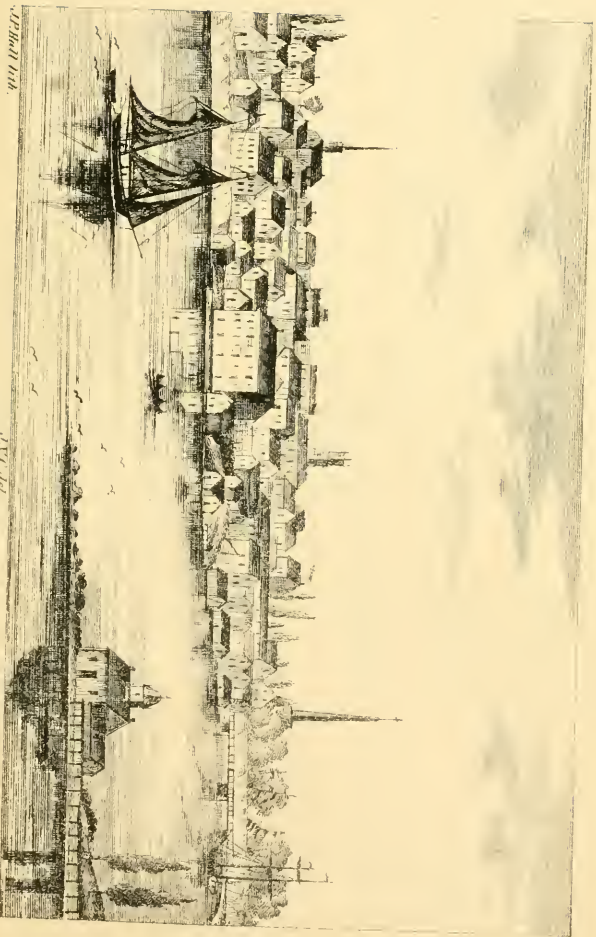


OGDENSBURGH.

The first settlement is believed to have been made in 1748. Many of the Iroquois having expressed their willingness to embrace Christianity, the Abbé FRANÇOIS PICQUET, who was afterward styled the "Apostle of the Iroquois," was selected to found a mission at this place. Under his instructions, a fort was built, called "LA PRESENTATION." In October, 1749, it was attacked by a band of Indians, believed to be Mohawks, and although Sieur DE VASSAU, then commanding at Fort Frontenac, had sent a detachment of troops to the assistance of the Abbé, they could not prevent the destruction of two vessels and the palisades of the fort.

This fort was built at the mouth of the Oswegatchie, on the west bank; and some remains of its walls are still discernible. The corner stone is in the possession of a gentleman of this place, and has an inscription upon it, of which we present a facsimile, on page 99.

After the defeat of Montcalm, Abbé PICQUET, seeing the fruits of his long and laborious life about to



Appleton N.Y.

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OGDENSBURG

Wm. Thomas & Co. Pr.

pass into the hands of the English, retired from La Presentation, and finally returned to France, where he died in 1781. In the Abbé's journal he describes his fort as being situated on "the west side of the river DE LA PRESENTATION. The east side is more elevated, and runs by a gradual inclination into an amphitheatre. A beautiful town could hereafter be built here." The Abbé's prediction has been realized, and the village of Ogdensburgh now stands on this site.

In 1812, the British made an unsuccessful attack upon this place. In February, 1813, another attack was made; and after a severe conflict, the Americans, under Major FORSYTH, retreated to Black Lake, a few miles distant. The British plundered the houses, burnt the barracks, and vessels, and boats, and attempted to burn the bridge

*In nomine + Dei omnipotentis
Huc habitationi initio dedit*

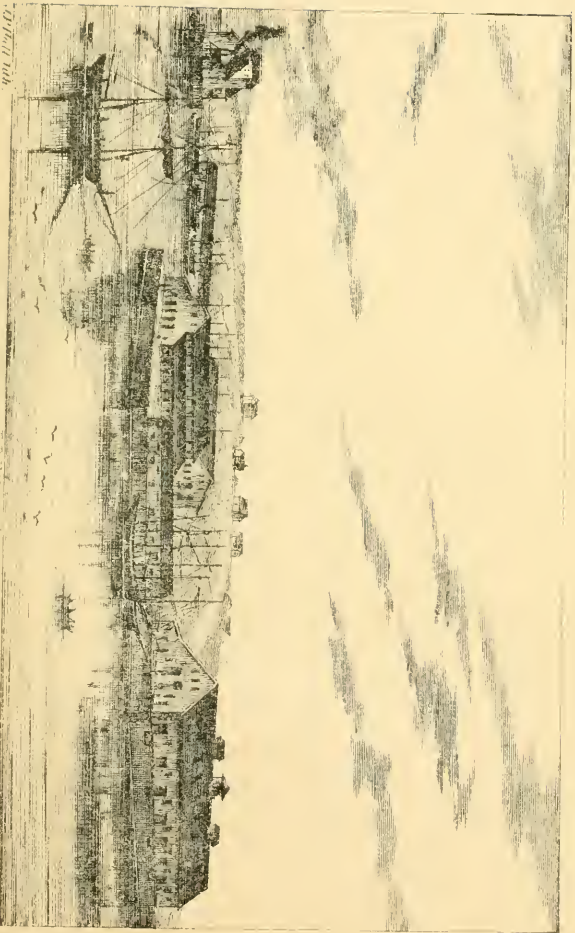
Frans Piequet 1749

FACSIMILE OF INSCRIPTION.

over the Oswegatchie, but did not succeed, on account of its being covered with snow and ice. Among the valuable articles lost at this time, were two long twelve pounders, won by General GATES, from General BURGoyNE, at Saratoga.

Ogdensburgh is now a flourishing town, and has increased very rapidly within the last two years. The facilities for manufactures are very considerable, and within a few years, it will, no doubt, become a large manufacturing town. Here is the terminus of the Northern Railroad, running to Rouse's Point, on Lake Champlain, a distance of one hundred and eighteen miles, and there connecting with the railroads to Boston and Montreal. This is one of the best constructed roads in the United States; and the order in which it is kept, and the able manner in which everything connected with it is conducted, is highly creditable to all concerned in its management.

We here leave the beautiful lake steamers, on which we have thus far so delightfully journeyed, and take passage on a smaller one, which leaves Ogdensburgh in the morning, and runs down the river, over all the rapids, directly into the city of Montreal. The size of these steamers is necessarily governed by the locks through which they are obliged to pass on their

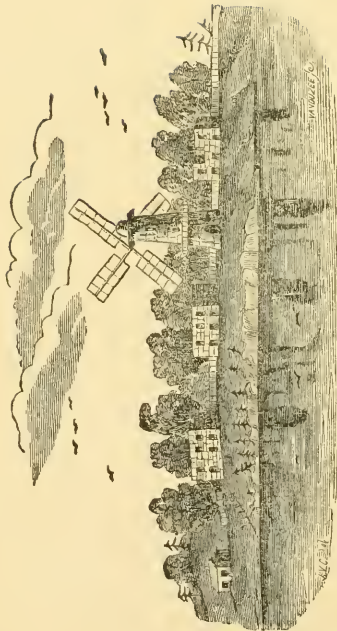


Ogdensburg

RAIL ROAD DEPOT at OGDENSBURG.

Deser. Thomas A. 177





VIEW OF WINDMILL POINT.

return up the river. Before these canals were constructed, steamers did not run the rapids, as they were unable to ascend against the current. The commerce was then carried on by batteaux, (large flat-boats,) which, on their return, were towed, by horses, around the rapids.

Parties of pleasure often chartered these boats, and, laying in a stock of provisions, choice wines, &c., procured a company of boatmen, and proceeded on their way down the river. Daylight being necessary to run the rapids, when night came, they would go on shore, and remain till morning, and then resume their journey, sometimes consuming three or four days on the trip. The silence of the scene pleasantly broken by the songs of the French "voyageurs," who enliven their toil by singing; the grandeur of the rapids; the antiquated and foreign air of the villages, rendered these excursions, in fine weather, exceedingly delightful. This passage is now made, in a fine steamboat, in nine hours.

Directly opposite Ogdensburgh is the Canadian village of PRESCOTT. Here is a strong fort called after the Duke of WELLINGTON. About a mile below the village, is WINDMILL POINT, of which the accompanying vignette gives a correct view.

A battle was fought at this point on the 13th of November, 1838, between the Canadian "Patriots,"

under the command of VON SHULTZ, a Polish exile, and the English troops. The "Patriots" landed on the 12th, and succeeded in establishing themselves in the Windmill, and the stone houses adjacent. After fighting for three or four days, a few made their escape, and the rest surrendered. The buildings, of which the walls are still standing, were then burnt.

About four miles distant is the first rapid of the St. Lawrence.

In the midst of this rapid is CHIMNEY ISLAND; so called from the circumstance that several chimneys are still standing here which belonged to an old French fortification.

The islands between Ogdensburgh and Montreal, present an entirely different appearance from the thousand islands, the soil being tillable, and many of them highly cultivated.

Eighteen miles below Ogdensburgh, we pass the village of WADDINGTON. Directly in front of it is OGDEN ISLAND, which is beautiful and finely cultivated. Upon it is the residence of J. OGDEN, Esq.

Between Ogdensburgh and Waddington are but two rapids, both of which are overcome by the passenger steamers in ascending the river: freight steamers pass through the canal. The steamer stops a few moments at the little village of WILLIAMSBURGH, on the Canadian side. Just below this place is CRYSELER'S

FARM, where a battle was fought on the 10th November, 1813, between the English and the Americans commanded by General WILKISON, who, at that time, was descending the river to attack Montreal; a plan which he afterward abandoned, and for which he was severely censured.

The boat touches at a wharf in the town of LOUISVILLE, about thirty miles below Ogdensburgh, from which there are stages to MASSENA SPRINGS, a distance of seven miles. These springs are quite celebrated for the cure of dyspeptics and those afflicted with cutaneous disorders, and are becoming a place of great resort.

We are now come to the entrance of the LONG SAULT. This is a rapid of nine miles; the river is divided, by an island, in the center; the usual passage of the steamers is on the south side. The water in this channel is not much broken, but runs with great velocity, and the passage is very narrow; it is said, that a raft will drift the nine miles in forty minutes. The passage on the north of the island is called the "Lost Channel," a name given to it from the fact that for many years it was believed by the French and English boatmen, that if a batteau, or raft accidentally drifted into it, it would inevitably be lost. Late examinations have been made, and steamboats have descended this channel, but the water being very

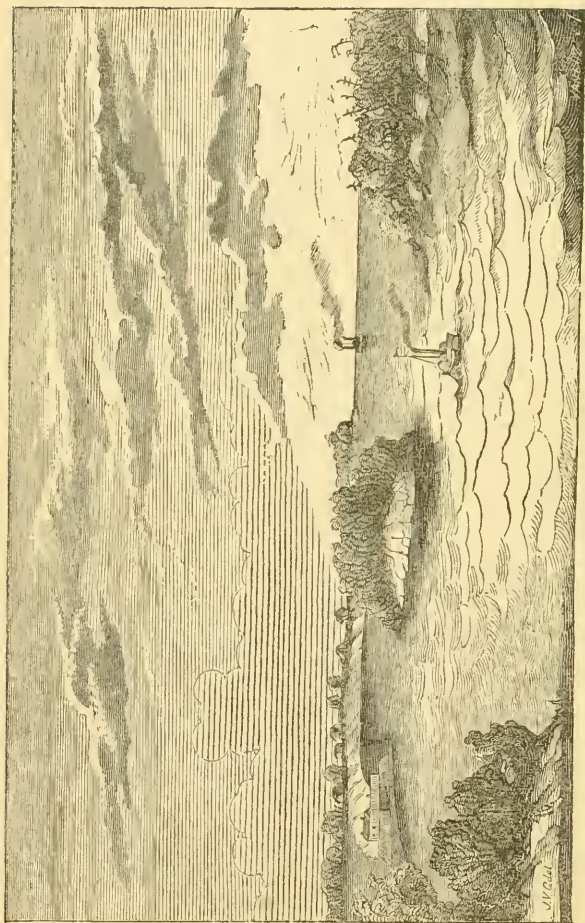
rough and broken, and the current exceedingly rapid, the south passage is run, as being more safe.

CORNWALL is a fine town situated at the foot of the Long Sault on the Canadian side. Here vessels on their way up the river, enter the Cornwall canal and are locked up above the rapids just described, coming out into the river, about twelve miles above.

A little below Cornwall, on the American side of the river, is the Indian village of St. REGIS.

The 45° of north latitude, the boundary line between the United States and Canada, passes through the center of this village; and from this point the course of the St. Lawrence is entirely within her Majesty's dominions. From St. Regis to Coteau du Lac, a distance of forty miles, the river expands very much, and receives the name of LAKE ST. FRANCIS, and is interspersed with many beautiful islands. On the northern side of this lake, about midway, is situated the village of LANCASTER. This is principally a Scotch settlement. In front of it, on a small island, stands a large "cairn," erected in honor of Sir JOHN COLBURN.





STEAMER DESCENDING THE COTEAU DU LAC RAPIDS

J.V. G. del.

COTEAU DU LAC.

The COTEAU is a small village at which the steamers make a short stop. It bears unmistakable evidence of its French origin, not only in its name, but in the style of its buildings. Travelers discern a great difference in the appearance of these villages, and those in the Upper Province. The former are clusters of steep-roofed houses, with their church in the midst. Along the banks of the river, attention is often attracted by large crosses of wood, surrounded by a railing; these are erected with great solemnity under the supervision of their priests, and the ground enclosed is considered as consecrated.

Just below the village are the COTEAU RAPIDS. These are much heavier than any yet passed. There is but a short space of unbroken water between them and the CEDARS.

This is a little village, possessing the same marks of French origin as the Coteau. It was in the Rapids of the Cedars that a detachment of three hundred men, belonging to General AMHERST's brigade, on their way to attack Montreal, were lost. This was

owing to the ignorance and unskillfulness of their pilots; and many of the bodies floated past Montreal, giving the French the first intelligence of their being on the river.

During the Revolution, the Americans constructed some military works at this point, and it was garrisoned by about five hundred continental troops, under the command of Colonel BEDELL. An expedition was fitted out from Oswegatchie, under the command of Captain FORSTER, and attended by a large number of Indians, led by THAYENDENEGA, to capture this place. Colonel BEDELL, hearing of their approach, went to Montreal to demand assistance of General ARNOLD, who was then in command, leaving the fort at the Cedars in the charge of Major BUTTERFIELD. Two days after, the enemy made their appearance and commenced an attack. Not having any artillery, they made but little impression upon the works; and at the end of two days, only one man was wounded; "yet, Major BUTTERFIELD, intimidated by the threat, that if any Indians were killed, it would be out of the power of Captain FORSTER to restrain them from a massacre, capitulated. The next day, Major SHERBURN, who had been dispatched by General ARNOLD, to the assistance of the Americans, approached, without hearing that Major BUTTERFIELD had surrendered. When within four miles of the Cedars, he was attacked

by a party of Indians, and, after a fight of an hour, he also surrendered.

Arnold, hearing of these misfortunes, marched against the enemy, then at VAUDRIEL, intending to attack them, and recover the American prisoners. "When preparing for the engagement, he received a flag, accompanied by Major SHERBUNE, giving him the most positive assurances that if he made an attack, it would be out of the power of Captain FORSTER to prevent the savages, according to their custom, from disincumbering themselves of their prisoners, by putting them all to death. Under the influence of this threat, ARNOLD desisted from his purpose," and succeeded in effecting an exchange of prisoners, on the Americans agreeing to return immediately to their homes.

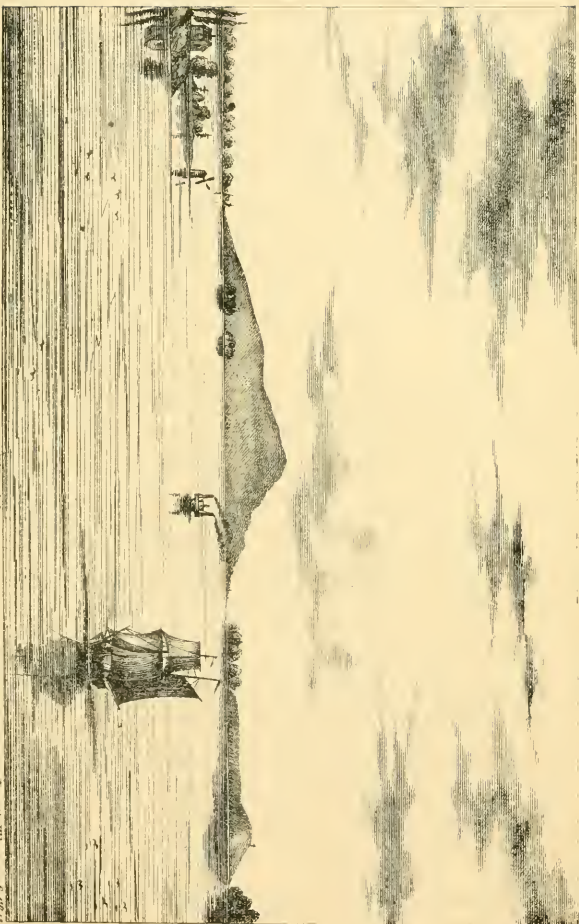
A passage through this series of rapids is very exciting, even to those who have been over them many times. There is a peculiar motion to the vessel, in descending them, and you can feel her settling down, as she glides from one ledge to another. On passing the rapids of the SPLIT ROCK, a person unacquainted with the navigation of these rapids, will almost involuntarily hold his breath, till this ledge of rocks, which, from the shallowness and transparency of the water, is distinctly seen from the deck of the steamer, is passed; she seems to be running directly upon it, and

you feel certain that she will strike; but a skillful hand is at the helm,—an instant more, and it is passed in safety.

BEAUHARNAIS is a small village at the foot of the cascades, on the south bank of the river. Vessels here enter the Beauharnais Canal, which, in the distance of fourteen miles, takes them around the rapids of the Cascades, Cedars, and Coteau, into lake St. Francis. On the north bank, a branch of the Ottawa enters the St. Lawrence. The water of this river is very dark colored, and does not readily mix with that of the St. Lawrence, which is very pure, and the line of distinction between them can be traced for a considerable distance. The river again widens into a lake, called Sr. Louis, and a view is now had of Montreal mountain, nearly thirty miles distant.

In passing through this lake, on the right is NUN'S ISLAND, which is beautifully cultivated, and belongs to the Grey Nunnery, at Montreal. It is easily distinguished by a long mound, having the appearance of being artificial, upon the south end of which, an immense cross is erected. There are many islands in the vicinity of Montreal, belonging to the nunneries, and from which they derive large revenues. After passing lake St. Louis, we arrive at the little village of LACHINE.

The origin of this name is said to have been from



Opposite Fort-Bourbon

drawn

August Thomas 1874

DISTANT VIEW MONTREAL MOUNTAIN.

the following incident: When the French first ascended the river, and arrived at this place, the open expanse of lake St. Louis being before them, led them to believe that the way to China was open to them, and the exclamation accordingly was, "La Chine! la Chine!" At this place, M. DE LA SALLE once established himself as a fur-trader.

From this point is a railroad running to Montreal, a distance of nine miles. This is also the terminus of the Lachine Canal, by which vessels avoid the Lachine rapids.

Here, too, is the residence of Sir GEORGE SIMPSON, Governor of the "Hudson Bay Company," and distinguished as a traveler, by his "voyage round the world."

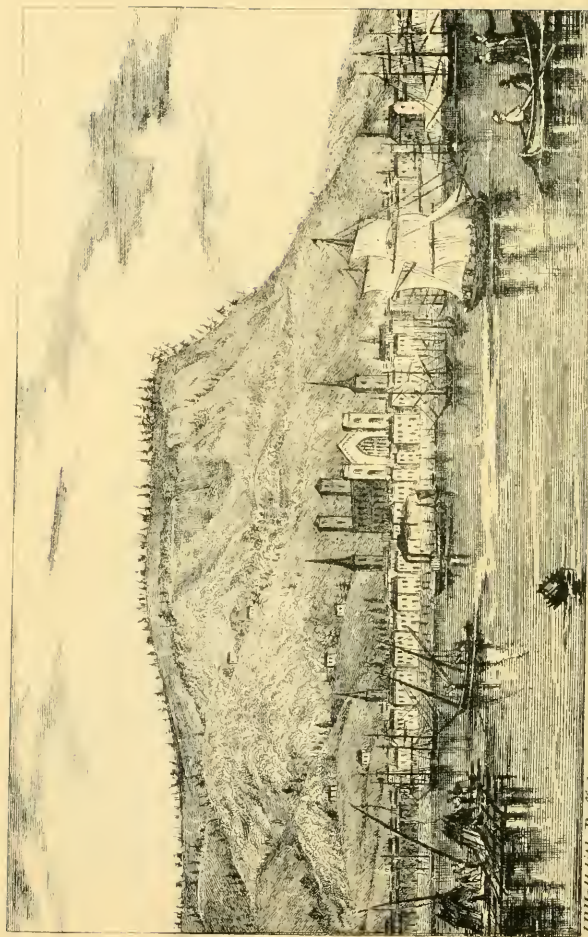
On the south bank of the river, just before entering the Lachine rapids, is the Indian village of CAUGHNAWAGA.

This town was built in 1671, by Indians, who had been converted by the Jesuits, and were called "praying Indians," or Caughnawagas. These Indians, during the French wars, were often engaged in predatory incursions upon their neighbors in the New England provinces. On one of these excursions, they took possession of a church-bell, and carried it on poles, on their shoulders, through the woods, to their village, and this bell now hangs in their church.

The Lachine is one of the most interesting of the rapids. The water is very turbulent, and the current very swift. After passing this rapid, we see, on the left, another island, belonging to the nuns. We also pass the little village of LA PRAIRIE. From this part of the river, a fine view is had of the mountain and city of MONTREAL.







Jewett Thomas & Co

AVC del
MONTREAL.

J.P. Hall lith. Buffalo.

MONTREAL.

When JACQUES CARTIER first ascended the St. Lawrence, in 1535, he found, at this place, a large Indian village, called HOCHELAGA.

In 1540, FRANCIS DE LA ROQUE and Seigneur DE ROBERVILLE, visited this place with an expedition, intending to make a permanent settlement; their expectations not being realized, at the end of the year they returned to France. There now seems to have been a lapse of over fifty years in the French discoveries in Canada.

CHAMPLAIN visited the country in 1603. In 1640, the converted Indians began to make Montreal their home; and in 1647, a grand mass and festival was celebrated.

In consequence of a quarrel between the French and some of the Indian tribes, a large body of the Five Nations, on the 26th of July, 1688, landed on the island of Montreal, and, while the French imagined themselves in perfect security, burnt their houses, and massacred men, women, and children. In a history of the province of New York, it is stated, that "a thousand French were slain in this invasion, and twenty-six

were carried into captivity and burned alive. Many more were made prisoners in another attack, in October. Only three of the confederate Indians were lost in all this scene of misery and desolation."

In 1696, Count FRONTENAC left Montreal, with a force of one thousand French and two thousand Indians, on an expedition against the ONONDAGAS. He succeeded in destroying many of their villages, and then returned to Montreal.

This was the headquarters whence issued so many parties of French and Indians, who continued their attacks upon the English, till the conquest of Canada. After the peace of 1763, it was surrendered to the English, and French sovereignty ceased upon this continent. In 1775, Montreal was surrendered to the Americans, under General MONTGOMERY, and the English general, CARLETON, retreated to Quebec.

Montreal being the headquarters of the fur-traders, here these adventurous navigators took in a cargo of goods suited to the Indian taste, and set forth on their voyage up the OTTAWA, into the midst of a wilderness. The idea of MOORE'S well known "Canadian Boat Song" originated from the fact of these parties stopping at ST. ANN'S, the last church on the island, and imploring the protection of their tutelar saint. These expeditions would be absent a year, sometimes two, and even three years, and would

return freighted with the rich furs of the west. In the "palmy days" of the Fur Company, the return of these parties to Montreal presented an exciting scene. Pleasure and revelry took the place of labor and watchfulness; and, in a short time, the fruits of their toil being dissipated, they were ready again to go forth upon an expedition so fraught with danger, difficulty, and privations.

Mr. McTAVISH, an influential member of this company, was the person to whom the little colony of ASTORIA — founded by JOHN JACOB ASTOR — on the banks of the Columbia, was surrendered by the Americans, in 1812. His former residence, now entirely deserted, and enjoying the reputation of a "haunted house," is situated on the road running around the mountain; and his grave is in the woods, a short distance up the mountain, and a small monument is there erected to his memory.

The quays of Montreal are the finest on this continent, and equal to any in the old world; they are constructed of solid masonry in cut stone, and are about a mile in length.

A few years ago, Montreal was deficient in hotels, and visitors found much inconvenience from this cause. This has been thoroughly remedied, and the city now abounds in fine ones, where every comfort can be found.

No one should omit a ride round the mountain;

this is over a fine McAdamized road, and passes many delightful residences. From the mountain, the view of the city of Montreal, with its immense cathedral, the St. Lawrence with its islands, and the distant mountain scenery, form a picture worthy the pencil of a true artist.

The streets in the old part of Montreal are very narrow, and, even in some of the principal ones, the stranger finds himself wondering when he shall get out of the lanes and by-ways, and emerge into the street. The houses being very high, seem to render them still more narrow. The new part of the city has been laid out in the modern style, with wide streets, and is well built.

The Cathedral of Montreal is an immense building, capable of holding fifteen thousand persons. It is built of granite, and the exterior is very imposing; but the interior is not finished in a corresponding style, the pillars being imitation marble.

Near the cathedral is the "Black Nunnery." Visitors are not allowed to go farther than the Hospital; they nowever can obtain admission into the "Grey Nunnery," situated a few streets nearer the river; this is interesting to a stranger. No regular charge is made for showing visitors through the establishment; but it is expected they will purchase some of the little fancy articles made by the inmates.

The Bishop's Church, at the distance of a short ride from the cathedral, is a handsome edifice, and contains many paintings. The convent of the Sisters of Charity is at this place, and visitors, except on certain days, are allowed an entrance.

A monument, erected to the memory of Lord NELSON, stands on Notre Dame street, on the square opposite the entrance to the Place d'Armes.

Opposite the lower part of the city is the island of ST. HELEN; the upper end of this is crowned by a fine grove of forest trees, and on the lower end is a strong fortification, commanding the passage of the river.

The Quebec steamers usually leave in the evening making the passage each way in the night. They, however, leave each end of the route so early, that passengers have an opportunity of seeing the most interesting points on the river.

A small rapid, called ST. MARYS, is just below St Helen's island, which, though it occasions no inconvenience to steamers, often retards sail vessels in ascending.

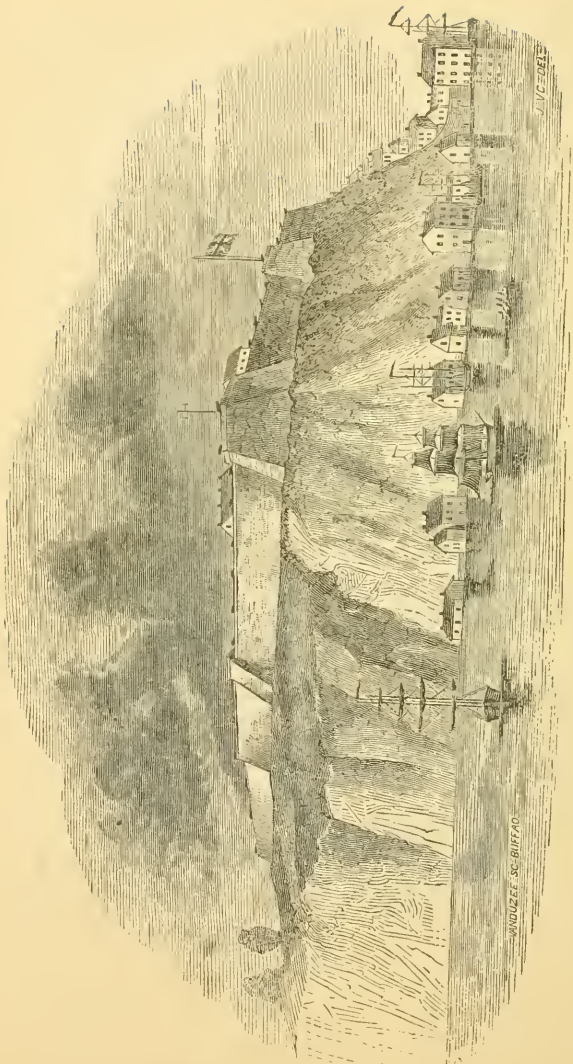
WILLIAM HENRY, or SOREL, forty-five miles below Montreal, stands on the site of an old fort, built in 1665. In May, 1776, the fort at this place was taken and occupied by a body of Americans, on their retreat from Quebec, after the death of MONTGOMERY.

Lake ST. PETER is fifty miles below Montreal. The

river here expands to twelve or fifteen miles in breadth, for twenty-five miles.

THREE RIVERS, half way between Montreal and Quebec, is situated on the north side of the St. Lawrence. This is an old town, having been erected by the French in 1618.





CAPE DIAMOND—QUEBEC.

WINDUZZEE SC. BUFFALO

J. V. C. O. E.

QUEBEC.

IN 1535, CARTIER took solemn possession of the country at this point, by erecting a cross, decorated with a shield bearing the lilies of France, whither he then sailed. In 1541, he returned, and built a fort on the present site of QUEBEC.

The city of QUEBEC was founded by SAMUEL CHAMPLAIN, in 1608. In 1622, the population was reduced to fifty souls. At this time, a company was formed in the mother country, called the "Company of New France." The object of this company was the conversion of the Indians, by the aid of the Jesuits; the extension of the fur trade; and to find a short passage to China and the East Indies, through the rivers and lakes of New France. The king presented this company with two ships, on condition that the value of them should be refunded, if, within ten years, fifteen hundred French inhabitants were not transported to the country. For the first few years, this colony suffered severely from the hostility of the IROQUOIS.

In 1629, Sir DAVID KEITH, in the employ of the British crown, sailed up the St. Lawrence, and made the conquest of Quebec. The treaty of St. Germain,

concluded soon after, restored to France, Quebec and her other American possessions.

From this time till 1697, history furnishes us with records of Indian fights, and barbarities perpetrated upon each other by the French and English. The Indians, with their usual policy, determined to take part permanently with neither party, and accordingly extended their aid to one or the other, as caprice or inclination dictated.

In June, 1759, the English army, under General WOLFE, landed upon the island of ORLEANS. He then took possession of POINT LEVI, on the southern bank of the St. Lawrence, and erected several heavy batteries, bearing directly upon the town. By these, several houses were burned: but not much impression was made upon the fortifications, they being so strong, and the distance so great. General WOLFE became sensible that there were no hopes of success, unless he could erect batteries on the north shore of the river. He attempted to capture the entrenchments at MONTMORENCI, and succeeded in landing his troops under cover of the fire from his ships, but was gallantly repulsed by the French. He then determined to carry the HEIGHTS OF ABRAHAM.

On the 12th of September, the ships sailed nine miles up the river to Cape ROUGE; this deceived the French, and a large detachment was sent up the river

to prevent their landing. In the mean time, the ships had dropped down the river to WOLFE'S COVE, and at four o'clock in the morning, the troops began to land.

The Marquis DE MONTCALM, hearing the English had landed on the Plains of Abraham, and believing it impossible to be accomplished by the whole army, supposed it was merely a stratagem to draw him from his strong position at Montmorenci. Finding that it was really the case, he crossed the St. Charles, and formed his army for battle. There were about fifteen hundred militia and Indians sheltered in some bushes, who poured a destructive fire upon the English. "MONTCALM had taken post on the left of the French army, and WOLFE upon the right of the English, so that the two generals met at the head of their respective troops."

Soon after the commencement of the battle, WOLFE received a wound in the wrist; this he concealed. Shortly after, he received another in the groin; this too was concealed, and he was advancing at the head of his grenadiers when a third bullet entered his breast. "Though expiring, it was with reluctance he permitted himself to be conveyed into the rear, where, careless of himself, he discovered in the agonies of death, the most anxious solicitude concerning the fate of the day. Being told that the enemy was visibly broken, he reclined his head, from extreme

faintness, on the arm of an officer standing near him, but was soon aroused with the distant sound of "They fly, they fly." "Who fly?" asked the dying hero. On being answered, the French, "Then," said he, "I depart content," and almost immediately expired.

Less fortunate, but not less gloriously, expired the gallant MONTCALM. About the same time he received a wound, and on being told that it was mortal, and that but a few hours of life remained to him, he expressed the greatest satisfaction, and exclaimed, "So much the better! I shall not live to see the surrender of Quebec."

After the loss of General WOLFE, the battle was continued by General MONCKTON; and, upon his being wounded, the command devolved upon General TOWNSHEND. The French soon after were driven from the ground.

General TOWNSHEND, after the battle, employed himself in making preparations for the siege of Quebec, but, before his batteries were opened, the town capitulated. A force of five thousand men, under General MURRAY, were left to garrison the fort, and the fleet sailed out of the St. Lawrence.

In 1760, the French made preparations to besiege Quebec, and a battle had already taken place, when a large English fleet arrived, and the French retreated to MONTREAL. Thus ended this eventful war.

The body of General WOLFE was taken to England. That of the Marquis MONTCALM was interred in the chapel in the Ursuline Convent. A simple monument was erected bearing the following inscription:

HONNEUR À MONTCALM.

LE DESTIN EN LUI DÉROBANT LA VICTOIRE

LA RECOMPENSÉ PAR UNE MORT GLORIEUSE.

A monument is erected to the memory of both these heroes, in a pleasant place called GOVERNOR'S GARDEN.

In 1775, General WASHINGTON hearing that a large portion of the English army was concentrated about Montreal, projected an attack against Quebec; and in order to accomplish this he determined to send a body of men to reinforce General MONTGOMERY, then at Montreal. Their route was to ascend the Kenebec, and strike across to the Dead river, and follow this stream till they could again cross the forest and reach the headwaters of the Chaudiere, emptying into the St. Lawrence. So great were the delays in starting, owing to the derangements in the army, that they did not commence their march till the middle of September. The command of the troops was given to General ARNOLD. The impediments were such that he did not reach Point Levi till the 9th of

November. The town was almost without a garrison, and the inhabitants would as soon have expected to see an army descend from the clouds, as to emerge from the wilderness through which they had just made their way. Could ARNOLD have immediately crossed the St. Lawrence he would have easily obtained possession of the town, but a violent storm was prevailing, and before this abated, and a sufficient number of boats could be collected, the garrison was strongly reinforced.

On the 12th the wind moderated and ARNOLD embarked, and after infinite difficulty and danger, landed with his little army about a mile and a half above where WOLFE had disembarked. Finding the cliffs at this point impracticable, he marched down the river to WOLFE'S COVE. Ascending the precipice up which, sixteen years before, WOLFE and his brave followers had clambered, he formed his small corps on the Heights of Abraham.

ARNOLD proposed to march immediately against Quebec, in hopes of finding some one of the gates open; this opinion was overruled, the expectation of finding the garrison off its guard being deemed too improbable to be calculated upon. It was afterward found that the gate called St. Johns was very slightly guarded, and could easily have been entered. ARNOLD concluded at last, to retire to POINT AU TREMBLES,

and await the arrival of MONTGOMERY. The latter having clothed his almost naked troops in Montreal, and procured clothes for those in ARNOLD's command, garrisoned the place, and proceeded to Point au Trembles, and joining ARNOLD, marched to Quebec.

It was now in the depth of a Canadian winter, and the hardships which the troops were obliged to undergo, were excessive; but they were supported with the utmost patience and firmness.

General MONTGOMERY determined to make an attack; and accordingly, on the 31st of December, the signal was given, and the troops moved forward to the assault. MONTGOMERY advanced, at the head of the New York troops, along the St. Lawrence, under CAPE DIAMOND. Along this narrow path the Americans pressed forward until they reached a block-house and picket. The general, with his own hands, assisted in cutting down and pulling up the pickets, to open a passage for his troops. He now found it absolutely necessary to make a halt, and collect a force with which he might venture to proceed. Having reassembled about two hundred men, he advanced boldly and rapidly at their head to force the barrier. One or two persons had now returned to the deserted battery, and one of them, seizing a match, discharged one of the guns when the American force was distant about forty paces. This single and accidental fire

was a fatal one. General MONTGOMERY, Captains McPHERSON and CHEESEMAN, the former the aid to the general, and his orderly sergeant, were killed on the spot. The loss of their general, discouraged the troops, and they precipitately retired from the action.

The division of ARNOLD moved along the street St. Roque. The path was so narrow, from the works of the enemy, and the blocks of ice thrown from the St. Charles, that the two pieces of artillery in front were capable of raking the whole ground. As ARNOLD approached the barrier, he received a musket ball in the leg, which shattered the bone, and he was carried to the hospital. Colonel MORGAN then rushed forward, at the head of his company, and endeavored to capture the barrier. After a severe contest he found they were unable to cope with the numbers of the enemy, and they surrendered themselves prisoners.

The Americans, under ARNOLD, retired about three miles from the city, and there remained through the winter. In the spring, ARNOLD retired to Montreal, and General THOMAS took the command. In May a British fleet arrived, and General THOMAS retreated up the river, leaving many of his sick to fall into the hands of the enemy. Thus ended his, as it has since proved, last attempt to capture Quebec.

This city is very interesting to a stranger; it is the only walled city in the Canadas, and one feels on

passing the gateways, and being shut in by the ponderous gates, as though he were entering some sort of prison. There are five of these gates.

Cape DIAMOND, upon which the citadel stands, is three hundred and forty-five feet in height, and derives its name from the quantity of crystals mixed with the granite below its surface. The fortress includes the whole space on the cape.

Above the spot where General MONTGOMERY was killed, is now the inclined plane, running to the top of the bank; it is five hundred feet long, and is used by the government to convey stores, and other articles of great weight, to the fortress. Strangers are allowed to enter this fortress, by procuring tickets from the proper authorities.

A ride to the PLAINS OF ABRAHAM is one of the most interesting visits about this celebrated city; a rock is there pointed out, as the spot where General WOLFE expired. There are four martello towers, forty feet in height, standing upon the plain, about half a mile in advance of the other fortifications.

Seven miles below Quebec is the FALL OF MONTMORENCI. The road is very pleasant, passing through the French village of BEAUFORT. Those who expect to see a second NIAGARA, will be very much disappointed. The stream descends, in silvery threads, over a precipice two hundred and forty feet in height,

and, in connection with the surrounding scenery, is extremely picturesque and beautiful, but inspires none of the awe felt at Niagara.

The French (Catholic) Church is a spacious stone building, and the interior is decorated with some fine paintings. Since the destruction of the Convent at CHARLESTOWN, Mass., Americans are not allowed entrance to the Ursuline Convent. It is the more to be regretted, from the fact that the grave of MONTCALM is in their chapel.

Castle St. Louis, probably the first public building in Quebec, the corner stone of which was laid by CHAMPLAIN, on the 6th of May, 1624, was destroyed by fire on the 23d of January, 1834. By the orders of Lord DURHAM, the site of this castle was cleared of the ruins that covered it, leveled, and floored with wood, and an iron railing placed on the edge of the precipice, making a very delightful promenade. The view from it commands the lower town, the St. Lawrence as far down as the island of Orleans, the harbor with its ships, and Point Levi on the opposite side of the river.

ROUTE FROM MONTREAL TO SARATOGA THROUGH
LAKE CHAMPLAIN.

Opposite Montreal, and connected by a ferry, is the depot where the cars are taken for ROUSE'S POINT, passing through the village of ST. JOHNS. This place was besieged and captured by the Americans, in 1775.

Lake CHAMPLAIN received its name from SAMUEL CHAMPLAIN, who discovered it in 1608. One of the Indian names given to it was CANAIDERI-GUARUNTE, signifying the mouth or door of the country. Another was PETAWA-BOUQUE, signifying alternate land and water.

ROUSE'S POINT is the termination of the Ogdensburgh Railroad, and there is an immense depot directly at the steamboat landing. Here, passengers for BOSTON can take the Vermont Central Railroad; or, if they desire a sail on Lake Champlain, can go to BURLINGTON, and there take the Burlington and Rutland Railroad.

PLATTSBURGH, on the west side of the lake, is a handsome town, and is celebrated as the scene of McDONOUGH'S victory, on the 11th of September 1814. The Legislature of New York presented Commodore

MCDONOUGH with a farm of one hundred acres, situated upon CUMBERLAND HEAD.

BURLINGTON is situated upon the Vermont side of the lake. It is built upon a slope rising gradually from the water, and is one of the handsomest towns on the route.

CROWN POINT, situated on the west side of the lake, is now a ruin. It was built by the French, in 1731, and called FORT ST. FREDERICK. In 1759, it was taken by General AMHERST, and held by the English till 1775, when it was taken by Colonel WARNER—the same day that Colonel ALLEN took Ticonderoga.



TICONDEROGA.

The ruins of old FORT TICONDEROGA are situated on a peninsula, formed by Lake Champlain and the outlet of Lake George. The Indian name was CHEONDEROGA, and was slightly changed by the French to its present appellation. This post was built by the French in 1756. MOUNT INDEPENDENCE, on the east side of the lake, was also fortified, and remains of some of the old works can still be seen.

In 1759 this post was evacuated by the French, and the English occupied it. They retained possession of it till 1775, when it was surprised and taken on the 10th of May, by the Americans, under Colonel ETHAN ALLEN. "The commandant of the fort was surprised in his bed by ALLEN, ARNOLD, and a few of their followers, who had entered by a subterranean passage, and made themselves masters of it, without any loss. On being ordered to surrender, he asked, by what authority he was required to do so: ALLEN replied, 'I demand it in the name of the great Jehovah, and of the Continental Congress.'" The Congress, however, knew nothing of the matter, its first meeting being held some hours after this transaction.

In 1777, the British army, under General BURGOYNE,

on their route to Saratoga, appeared before this post. They erected a battery on Mount Defiance, which is elevated seven hundred and twenty feet above the lake, and completely commanded the fort. General ST. CLAIR was forced to evacuate it; the Americans never retook it, and it was suffered to go to decay.

The Champlain boats proceed up the lake to WHITE-HALL. Those desirous of seeing LAKE GEORGE, leave the boat here, and are conveyed in carriages a distance of three miles and a half, to the "Lake George Steamboat Landing."

This lake is celebrated for its romantic and varied scenery, and the transparency of its waters. It is thirty-six miles long, and from two to three miles in width. It was called LAC SACRAMENT, by the French, on account of the purity of its waters. The Indian name was HORICON.

The steamer runs to CALDWELL, at the south-west end of the lake. This is the site of FORT WILLIAM HENRY, and was the scene of the massacre which took place on the 10th of August, 1756, and left such a stain upon the memory of MONTCALM, that it was scarcely erased by his glorious death upon the plains of Abraham.

The road from Caldwell to GLEN'S FALLS, is through a wild country, abounding in historical incidents of the old French war, and of the Revolution.

Shortly after leaving Caldwell, we pass BLOODY POND, into which, after an engagement in September 1755, the bodies of a thousand French and English were thrown. From Caldwell passengers are conveyed to SANDY HILL, by stages, and thence by railroad to SARATOGA.

We now take leave of you, who have journeyed so far with us, hoping that we have whiled away some few moments that might otherwise perhaps have been tedious; and, wishing you renewed health from the sparkling waters of Saratoga, and a pleasant return to your homes, we say — FAREWELL!

TABLES OF DISTANCES

DISTANCES BETWEEN BUFFALO AND QUEBEC

By the United States Mail Line.

DOWN.		UP.	
Buffalo,	0..	Quebec,	6
Niagara Falls,	22.. 22	Montreal,	180 180
Lewiston,	7.. 29	La Chine,	9 189
Youngstown,	7.. 36	Beauharnais,	18 207
Rochester,	75.. 111	Coteau Du Lac,	20.. 227
Oswego,	60.. 171	Lancaster,	20.. 247
Sacketts Harbor,	42.. 213	St. Regis,	16.. 263
Kingston,	33.. 251	Cornwall,	4.. 267
Clayton,	22.. 273	Williamsburgh,	24.. 291
Alx Bay,	12.. 285	Matilda,	7.. 298
Brockville,	21.. 309	Ogdensburgh,	16.. 314
Ogdensburgh,	12.. 321	Brockville,	12.. 326
Gallop Rapids, } between		Alx Bay,	21.. 350
De Place do. }		Clayton,	12.. 362
Matilda,	16.. 337	Kingston,	22.. 384
Williamsburgh,	7.. 344	Sacketts Harbor,	38.. 422
Chrysele's Farm bat- }		Oswego,	42.. 464
the ground,		Rochester,	60.. 524
Louisville,	7.. 351	Lewiston,	82.. 606
Long Sault Rapids,		Niagara Falls,	7.. 613
Cornwall,	17.. 368	Buffalo,	22.. 635
St. Regis, (Indian,)	4.. 372		
Lancaster,	16.. 388		
Coteau Du Lac,	20.. 408		
Coteau Rapids, }			
Cedar do. } between			
Cascades do. }			
La Chine,	38.. 446		
Lachine Rapids,			
Montreal,	9.. 455		
Quebec,	180.. 635		

BUFFALO AND QUEBEC,

By American Express Line.

DOWN.		UP.	
Buffalo,-----	0..	Quebec,-----	0..
Niagara Falls,-----	22.. 22	Montreal,-----	180.. 180
Lewiston,-----	7.. 29	La Chine,-----	9.. 189
Toronto,-----	42.. 71	Beauharnais,-----	18.. 207
Cape Vincent,-----	170.. 241	Coteau du Lac,-----	20.. 227
Clayton,-----	18.. 259	Lancaster,-----	20.. 247
Alx Bay,-----	12.. 271	St. Regis, (Indian,)-----	16.. 263
Brockville,-----	24.. 295	Cornwall,-----	4.. 267
Ogdensburgh,-----	12.. 307	Louisville,-----	17.. 284
Gallop Rapids,-----	}	Williamsburgh,-----	7.. 291
De Plau,-----		Matilda,-----	7.. 298
Matilda,-----	16.. 323	Ogdensburgh,-----	16.. 314
Williamsburgh,-----	7.. 330	Brockville,-----	12.. 326
Chryseler's Farm bat- } tle ground,----- }	}	Alx Bay,-----	24.. 350
Louisville,-----		Clayton,-----	12.. 362
Long Sault Rapids,-----	7.. 337	Cape Vincent,-----	18.. 380
Cornwall,-----	17.. 354	Toronto,-----	170.. 550
St. Regis, (Indian,)-----	4.. 358	Lewiston,-----	42.. 592
Lancaster,-----	16.. 374	Niagara Falls,-----	7.. 599
Coteau du Lac,-----	20.. 394	Buffalo,-----	22.. 621
Coteau Rapids,-----	}		
Cedar do.-----			
Cascades do.-----	}		
La Chine,-----			
Rapids,-----	48.. 432		
Montreal,-----	9.. 441		
Quebec,-----	180.. 621		

NIAGARA FALLS AND NEW YORK,

Via Oswego, by United States Mail Line.

EAST.		WEST.	
Niagara Falls,-----	0..	New York,-----	0..
Lewiston,-----	7.. 7	Albany,-----	147.. 147
Youngstown,-----	7.. 14	Schenectady,-----	16.. 163
Rochester,-----	75.. 89	Amsterdam,-----	16.. 179
Oswego,-----	69.. 119	Fonda,-----	11.. 190
Syracuse,-----	35.. 184	Palatine Bridge,-----	11.. 201
Rome,-----	38.. 222	Fort Plain,-----	3.. 204
Utica,-----	15.. 237	St. Johnsville,-----	6.. 210
Herkimer,-----	15.. 252	Little Falls,-----	10.. 220
Little Falls,-----	6.. 258	Herkimer,-----	6.. 226
St. Johnsville,-----	10.. 268	Utica,-----	15.. 241
Fort Plain,-----	6.. 274	Rome,-----	15.. 256
Palatine Bridge,-----	3.. 277	Syracuse,-----	38.. 294
Fonda,-----	11.. 288	Oswego,-----	35.. 329
Amsterdam,-----	11.. 299	Rochester,-----	60.. 399
Schenectady,-----	16.. 315	Lewiston,-----	82.. 471
Albany,-----	16.. 331	Niagara Falls,-----	7.. 478
New York,-----	147.. 478		

BUFFALO AND NIAGARA FALLS RAILROAD.

Buffalo,-----	0..	Niagara Falls,-----	0..
Black Rock,-----	3.. 3	Schlosser,-----	2.. 2
Cherry's,-----	3.. 6	Cayuga Creek,-----	3.. 5
Tonawanda,-----	5.. 11	Tonawanda,-----	6.. 11
Cayuga Creek,-----	6.. 17	Cherry's,-----	5.. 16
Schlosser,-----	3.. 20	Black Rock,-----	3.. 19
Niagara Falls,-----	2.. 22	Buffalo,-----	3.. 22

NIAGARA FALLS AND NEW YORK,

Via Toronto and Cape Vincent, by American Express Line.

EAST.		WEST.	
Niagara Falls,-----	0..	New York,-----	0..
Lewiston,-----	7.. 7	Albany,-----	147.. 147
Toronto,-----	42.. 49	Schenectady,-----	16.. 163
Cape Vincent,-----	170.. 219	Amsterdam,-----	16.. 179
Chamont,-----	11.. 230	Fonda,-----	11.. 190
Limerick,-----	6.. 236	St. Johnsville,-----	20.. 210
Brownville,-----	4.. 240	Herkimer,-----	16.. 226
Watertown,-----	4.. 244	Utica,-----	15.. 241
Adams Centre,-----	10.. 251	Rome,-----	15.. 256
Adams,-----	3.. 257	Taberg,-----	11.. 267
Pierrepont Manor,-----	5.. 262	McConnellsville,-----	2.. 269
Mannsville,-----	2.. 264	Camden,-----	5.. 274
Sandy Creek,-----	5.. 269	Williamstown,-----	10.. 284
Richland,-----	5.. 274	Kasoag,-----	3.. 287
Albion,-----	4.. 278	Albion,-----	7.. 294
Kasoag,-----	7.. 285	Richland,-----	4.. 298
Williamstown,-----	3.. 288	Sandy Creek,-----	5.. 303
Camden,-----	10.. 298	Mannsville,-----	5.. 308
McConnellsville,-----	5.. 303	Pierrepont Manor,-----	2.. 310
Taberg,-----	2.. 305	Adams,-----	5.. 315
Rome,-----	11.. 316	Adams Center,-----	3.. 318
Utica,-----	15.. 331	Watertown,-----	10.. 323
Herkimer,-----	15.. 346	Brownville,-----	4.. 332
St. Johnsville,-----	16.. 362	Limerick,-----	4.. 336
Fonda,-----	20.. 382	Chamont,-----	6.. 342
Amsterdam,-----	11.. 393	Cape Vincent,-----	11.. 353
Schenectady,-----	16.. 409	Toronto,-----	170.. 523
Albany,-----	16.. 425	Lewiston,-----	42.. 565
New York,-----	147.. 572	Niagara Falls,-----	7.. 572

MONTREAL AND QUEBEC.

DOWN.		UP.	
Montreal,	0..	Quebec,	0..
Varennues,	15.. 15	Cape Rouge,	8.. 8
William Henry,	30.. 45	Cape Sante,	22.. 30
Lake St. Peter,	8.. 53	Richelieu Rapids,	15.. 45
St. Francis,	30.. 83	St. Anne,	20.. 65
Three Rivers,	7.. 90	Three Rivers,	25.. 90
St. Anne,	25.. 115	St. Francis,	7.. 97
Richelieu Rapids,	20.. 135	Lake St. Peter,	30.. 127
Cape Sante,	15.. 150	William Henry,	8.. 135
Cape Rouge,	22.. 172	Varennues,	30.. 165
Quebec,	8.. 180	Montreal,	15.. 180

SARATOGA AND WHITE HALL RAILROAD.

White Hall,	0..	Saratoga,	0..
Comstock,	7.. 7	Gansevoorts,	11.. 11
Fort Ann,	4.. 11	Moreau,	6.. 17
Smith's Basin,	5.. 16	Fort Edward,	1.. 18
Dunham's Basin,	4.. 20	Dunham's Basin,	4.. 22
Fort Edward,	4.. 24	Smith's Basin,	4.. 26
Moreau,	1.. 25	Fort Ann,	5.. 31
Gansevoorts,	6.. 31	Comstock,	4.. 35
Saratoga,	11.. 42	White Hall,	7.. 42

Saratoga to Troy,	25 miles.
Saratoga to Schenectady,	22 miles.

MONTREAL AND NEW YORK,

Through Lake Champlain.

GOING SOUTH.		GOING NORTH.	
Montreal,	0..	New York,	0..
St. Johns,	24.. 24	Albany,	147.. 147
Rouse's Point,	24.. 48	Troy,	6.. 153
Plattsburgh,	25.. 73	Saratoga,	27.. 180
Burlington,	25.. 98	White Hall,	39.. 219
Ticonderoga,	58.. 156	Ticonderoga,	24.. 243
White Hall,	24.. 180	Burlington,	58.. 301
Saratoga,	39.. 219	Plattsburgh,	25.. 326
Troy,	27.. 246	Rouse's Point,	25.. 351
Albany,	6.. 252	St. Johns,	24.. 375
New York,	147.. 399	Montreal,	24.. 399

TICONDEROGA TO SARATOGA, Through Lake George.

Ticonderoga,	0
Caldwell,	40
Saratoga,	27
Miles,	67

OGDENSBURGH AND BOSTON, Via Vermont Central Railroad.

EAST.		WEST.	
Ogdensburgh,	0..	Boston,	0..
Lisbon,	9.. 9	Medford,	5.. 5
Madrid,	8.. 17	Woburn,	5.. 10
Potsdam,	8.. 25	Lowell,	15.. 25
Knapp's,	3.. 28	Nashua,	14.. 39
Brasher Falls,	7.. 35	Manchester,	17.. 56
Lawrence,	6.. 41	Concord,	17.. 73
Moir,	6.. 47	Franklin,	15.. 88
Brush Mills,	2.. 49	West Andover,	14.. 102
Bangor,	6.. 55	Canaan,	19.. 121
Malone,	6.. 61	Lebanon,	13.. 131
Burk,	7.. 68	White River Junction,	4.. 133
Chateaugay,	5.. 73	South Royalton,	19.. 157
Ellenburgh,	17.. 90	Braintree,	20.. 177
Chazy,	6.. 96	Roxbury,	8.. 185
Centerville,	7.. 103	Northfield,	7.. 192
Moor's,	3.. 106	Montpelier,	10.. 202
Champlain,	8.. 114	Waterbury,	11.. 213
Rouse's Point,	4.. 118	Richmond,	13.. 226
Alburgh,	5.. 123	Essex Junction,	9.. 235
Swanton,	8.. 131	Colchester,	7.. 242
St. Albans,	10.. 141	St. Albans,	20.. 262
Colchester,	20.. 161	Swanton,	10.. 272
Essex Junction,	7.. 168	Alburgh,	8.. 280
Richmond,	9.. 177	Rouse's Point,	5.. 285
Waterbury,	13.. 190	Champlain,	4.. 289
Montpelier,	11.. 201	Moore's,	8.. 297
Northfield,	10.. 211	Centerville,	3.. 300
Roxbury,	7.. 218	Chazy,	7.. 307
Braintree,	8.. 226	Ellenburgh,	6.. 313
South Royalton,	20.. 246	Chateaugay,	17.. 330
White River Junction,	19.. 265	Burk,	5.. 335
Lebanon,	4.. 269	Malone,	7.. 342
Canaan,	13.. 282	Bangor,	6.. 348
West Andover,	19.. 301	Brush Mills,	6.. 354
Franklin,	14.. 315	Moir,	2.. 356
Concord,	15.. 330	Lawrence,	6.. 362
Manchester,	17.. 347	Brasher Falls,	6.. 368
Nashua,	17.. 264	Knapp's,	7.. 375
Lowell,	14.. 378	Potsdam,	3.. 378
Woburn,	15.. 393	Madrid,	8.. 386
Medford,	5.. 398	Lisbon,	8.. 394
Boston,	5.. 403	Ogdensburgh,	9.. 403

OGDENSBURGH AND BOSTON,

Via Rutland and Burlington Railroad.

EAST.		WEST.	
Ogdensburgh,	0..	Boston,	0..
Rouse's Point,	113..118	Waltham,	10.. 10
Burlington,	50..168	Concord,	10.. 20
Shelburne,	6..174	South Acton,	5.. 25
Charlotte,	5..179	Groton,	10.. 35
Ferrisburgh,	4..183	Leominster,	11.. 46
Vergennes,	6..189	Fitchburg,	4.. 50
New Haven,	5..194	Westminster,	5.. 55
Middlebury,	7..201	South Ashburnham,	4.. 59
Salisbury,	6..207	Winchendon,	8.. 67
Whiting,	5..212	Fuzwilliam,	9.. 76
Brandon,	6..218	Troy,	5.. 81
Pittsford,	8..226	Keene,	10.. 91
Rutland,	9..235	Westmoreland,	12..103
Clarendon,	6..241	Walpole,	6..109
Cuttingsville,	7..248	Bellows Falls,	4..113
Mount Holly,	8..256	Rockingham,	6..119
Ludlow,	7..263	Bartonsville,	4..123
Proctorsville,	3..266	Chester,	4..127
Duttons ville,	2..268	Gassetts,	4..131
Gassetts,	5..273	Duttons ville,	5..136
Chester,	4..277	Proctorsville,	2..138
Bartonsville,	4..281	Ludlow,	3..141
Rockingham,	4..285	Mount Holly,	7..148
Bellows Falls,	6..291	Cuttingsville,	8..156
Walpole,	4..295	Clarendon,	7..163
Westmoreland,	6..301	Rutland,	6..169
Keene,	12..313	Pittsford,	9..178
Troy,	10..323	Brandon,	8..186
Fitzwilliam,	5..328	Whiting,	6..192
Winchendon,	9..337	Salisbury,	5..197
South Ashburnham,	8..345	Middlebury,	6..203
Westminster,	4..349	New Haven,	7..210
Fitchburg,	5..354	Vergennes,	5..215
Leominster,	4..358	Ferrisburgh,	6..221
Groton,	11..369	Charlotte,	4..225
South Acton,	10..379	Shelburne,	5..230
Concord,	5..384	Burlington,	6..236
Waltham,	10..394	Rouse's Point,	50..286
Boston,	10..404	Ogdensburgh,	118..404

OSWEGO AND SYRACUSE RAILROAD.

Oswego,	0..	Syracuse,	0..
Fulton,	12..12	Baldwinsville,	12..12
Lawsons,	5..17	Lawsons,	6..18
Baldwinsville,	6..23	Fulton,	5..23
Syracuse,	12..35	Oswego,	12..35

OGDENSBURGH RAILROAD.

Ogdensburgh, -----	0--	Rouse's Point, -----	0--
Lisbon, -----	9-- 9	Champlain, -----	4-- 4
Madrid, -----	8-- 17	Moore's, -----	8-- 12
Potsdam, -----	8-- 25	Centerville, -----	3-- 15
Knapp's, -----	3-- 23	Chazy, -----	7-- 22
Brasher Falls, -----	7-- 35	Ellenburgh, -----	6-- 23
Lawrence, -----	6-- 41	Chateaugay, -----	17-- 45
Moir, -----	6-- 47	Burk, -----	5-- 50
Brush's Mills, -----	2-- 49	Malone, -----	7-- 57
Bangor, -----	6-- 55	Bangor, -----	6-- 63
Malone, -----	6-- 61	Brush's Mills, -----	6-- 69
Burk, -----	7-- 68	Moir, -----	2-- 71
Chateaugay, -----	5-- 73	Lawrence, -----	6-- 77
Ellenburgh, -----	17-- 90	Brasher Falls, -----	6-- 83
Chazy, -----	6-- 96	Knapp's, -----	7-- 90
Centerville, -----	7-- 103	Potsdam, -----	3-- 93
Moore's, -----	3-- 106	Madrid, -----	8-- 101
Champlain, -----	8-- 114	Lisbon, -----	8-- 109
Rouse's Point, -----	4-- 118	Ogdensburgh, -----	9-- 118

BUFFALO AND CINCINNATI.

Buffalo, by steamer to		Cincinnati, -----	0--
Cleveland, -----	190-- 190	Plainville, -----	9-- 9
Berea, -----	12-- 202	Milford, -----	5-- 14
Columbia, -----	6-- 208	Deerfield, -----	18-- 32
Eaton, -----	4-- 212	Morrow, -----	5-- 37
Grafton, -----	3-- 215	Waynesville, -----	14-- 51
Wellington, -----	11-- 226	Xenia, -----	14-- 65
New London, -----	11-- 237	London, -----	30-- 95
Shelby, -----	20-- 257	West Jefferson, -----	11-- 106
Iberia, -----	18-- 275	Columbus, -----	14-- 120
Oxford, -----	19-- 294	Orange, -----	16-- 136
Delaware, -----	8-- 302	Delaware, -----	7-- 143
Orange, -----	7-- 309	Oxford, -----	8-- 151
Columbus, -----	16-- 325	Iberia, -----	19-- 170
West Jefferson, -----	14-- 339	Shelby, -----	18-- 188
London, -----	11-- 350	New London, -----	20-- 208
Xenia, -----	30-- 380	Wellington, -----	11-- 219
Waynesville, -----	14-- 394	Grafton, -----	11-- 230
Morrow, -----	14-- 408	Eaton, -----	3-- 233
Deerfield, -----	5-- 413	Columbia, -----	4-- 237
Milford, -----	17-- 430	Berea, -----	6-- 243
Plainville, -----	5-- 435	Cleveland, -----	12-- 255
Cincinnati, -----	10-- 445	Buffalo, by steamer, -----	190-- 445

NEW YORK TO NIAGARA FALLS,

Via Central Railroad.

New York to		Niagara Falls,	0
Albany, by steamboat,.....	147 147	Buffalo,	22 22
Schenectady,	17 164	Lancaster,	10 32
Amsterdam,	16 180	Town Line,	5 37
Fonda,	11 191	Alden,	5 42
Palatine Bridge,	11 202	Darien City,	7 49
Fort Plain,	3 205	Attica,	5 54
St. Johnsville,	6 211	Alexander,	3 57
Little Falls,	10 221	Batavia,	8 65
Herkimer,	7 228	Byron,	8 73
Frankfort,	5 233	Bergen,	8 81
Utica,	9 242	Churchville,	3 84
Whitesboro,	4 246	Rochester,	14 98
Oriskany,	3 249	Pittsford,	10 103
Rome,	7 256	Victor,	10 113
Verona Center,	9 265	Canandaigua,	9 127
Oneida,	4 269	East Vienna,	9 136
Canastota,	5 274	Geneva,	--
Chittenango,	6 280	Waterloo,	13 149
Manlius,	7 287	Seneca Falls,	7 156
Syracuse,	8 295	Cayuga Bridge,	3 159
Marcellus,	9 304	Auburn,	17 176
Half Way,	5 309	Skaneateles Junction,	10 186
Skaneateles Junction,	2 311	Half Way,	2 188
Auburn,	10 321	Marcellus,	5 193
Cayuga Bridge,	17 338	Syracuse,	9 202
Seneca Falls,	3 341	Manlius,	8 210
Waterloo,	7 348	Chittenango,	7 217
Geneva,	--	Canastota,	6 223
East Vienna,	13 361	Oneida,	5 228
Canandaigua,	9 370	Verona Center,	4 232
Victor,	9 379	Rome,	9 241
Pittsford,	10 389	Oriskany,	7 248
Rochester,	10 399	Whitesboro,	3 251
Churchville,	14 413	Utica,	4 255
Bergen,	3 416	Frankfort,	9 264
Byron,	8 424	Herkimer,	5 269
Batavia,	8 432	Little Falls,	7 276
Alexander,	8 440	St. Johnsville,	10 286
Attica,	3 443	Fort Plain,	6 292
Darien City,	5 448	Palatine Bridge,	3 295
Alden,	7 455	Fonda,	11 306
Town Line,	5 460	Amsterdam,	11 317
Lancaster,	5 465	Schenectady,	16 333
Buffalo,	10 475	Albany,	17 350
Niagara Falls,	22 497	New York, by steamboat,	147 497

WATERTOWN AND ROME RAILROAD.

Cape Vincent,-----	0..	Rome,-----	0..
Chaumont,-----	11..11	Taberg,-----	11..11
Limerick,-----	6..17	McConnellsville,-----	2..13
Brownville,-----	4..21	Camden,-----	5..18
Watertown,-----	4..25	Williamstown,-----	10..28
Adams Centre,-----	10..35	Kasoag,-----	3..31
Adams,-----	3..38	Albion,-----	7..38
Pierrepont Manor,-----	5..43	Richland,-----	4..42
Mannsville,-----	2..45	Sandy Creek,-----	5..47
Sandy Creek,-----	5..50	Mannsville,-----	5..52
Richland,-----	5..55	Pierrepont Manor,-----	2..54
Albion,-----	4..59	Adams,-----	5..59
Kasoag,-----	7..60	Adams Centre,-----	3..62
Williamstown,-----	3..69	Watertown,-----	10..72
Camden,-----	10..79	Brownville,-----	4..76
McConnellsville,-----	5..81	Limerick,-----	4..80
Taberg,-----	2..86	Chaumont,-----	6..86
Rome,-----	11..97	Cape Vincent,-----	11..97

NEW YORK TO NIAGARA FALLS,

Via Erie Railroad.

New York,-----	0..	Niagara Falls,-----	0..
Piermont,-----	25..25	Buffalo,-----	22..22
Clarkstown,-----	8..33	Dunkirk, by State Line R.R.,-----	41..63
Sufferns,-----	9..42	Forestville,-----	8..71
Ramapo,-----	2..44	Dayton,-----	14..85
Monroe,-----	15..59	Cattaraugus,-----	9..94
Oxford,-----	3..62	Allegany,-----	30..124
Chester,-----	3..65	Olean,-----	4..128
Goshen,-----	5..70	Genesee,-----	37..165
Delaware,-----	28..98	Andover,-----	9..174
Lackawaxen,-----	23..121	Hornellsville,-----	16..190
Cochecton,-----	20..141	Canisteo,-----	5..195
Deposit,-----	47..187	Corning,-----	36..231
Susquehanna,-----	15..202	Elmira,-----	18..249
Binghampton,-----	23..225	Chemung,-----	13..262
Owego,-----	22..247	Tioga,-----	18..280
Tioga,-----	5..252	Owego,-----	5..285
Chemung,-----	18..270	Binghampton,-----	22..307
Elmira,-----	13..283	Susquehanna,-----	23..330
Corning,-----	18..341	Deposit,-----	15..345
Canisteo,-----	36..337	Cochecton,-----	47..392
Hornellsville,-----	5..342	Lackawaxen,-----	20..410
Andover,-----	16..358	Delaware,-----	23..433
Genesee,-----	9..367	Goshen,-----	28..461
Olean,-----	37..404	Chester,-----	5..466
Allegany,-----	4..408	Oxford,-----	3..469
Cattaraugus,-----	30..438	Monroe,-----	3..472
Dayton,-----	9..447	Ramapo,-----	15..487
Forestville,-----	14..461	Sufferns,-----	2..489
Dunkirk,-----	8..469	Clarkstown,-----	9..498
Buffalo, by State Line R.R.,-----	41..510	Piermont,-----	8..507
Niagara Falls,-----	22..532	New York,-----	25..532

MICHIGAN CENTRAL RAILROAD.

Distance from Buffalo to Detroit, (by steamer,).....230 miles

Detroit to	Chicago to
Dearborn, 10..	Junction, 15..
Wayne, 7.. 17	State Line, 9.. 21
Ypsilanti, 12.. 29	Lake, 10.. 31
Ann Arbor, 8.. 37	Porter, 6.. 40
Dexter, 10.. 47	Michigan City, 10.. 50
Chelsea, 9.. 56	New Buffalo, 10.. 60
Grass Lake, 9.. 65	Terre Coupee, 15.. 75
Jackson, 11.. 76	Buchanan, 6.. 81
Gidley's, 9.. 85	Niles, 6.. 87
Albion, 11.. 96	Dowagiac, 12.. 99
Marshall, 12.. 108	Decatur, 11.. 110
Battle Creek, 13.. 121	Pawpaw, 8.. 118
Galesburgh, 14.. 135	Kalamazoo, 17.. 135
Kalamazoo, 8.. 143	Galesburgh, 8.. 143
Pawpaw, 17.. 160	Battle Creek, 14.. 157
Decatur, 8.. 168	Marshall, 13.. 170
Dowagiac, 11.. 179	Albion, 12.. 182
Niles, 12.. 191	Gidley's, 11.. 193
Buchanan, 6.. 197	Jackson, 9.. 202
Terre Coupee, 6.. 203	Grass Lake, 11.. 213
New Buffalo, 15.. 218	Chelsea, 9.. 222
Michigan City, 10.. 228	Dexter, 9.. 231
Porter, 10.. 238	Ann Arbor, 10.. 241
Lake, 6.. 244	Ypsilanti, 8.. 249
State Line, 10.. 254	Wayne, 12.. 261
Junction, 9.. 263	Dearborn, 7.. 268
Chicago, 15.. 278	Detroit, 10.. 278

Two trains of cars leave Chicago daily, (Sundays excepted,) for Detroit, connecting with the steamers of the line, *running direct through, without landing*, to Buffalo; and also the different lines of steamers to Dunkirk, Cleveland, and Sandusky. Passengers leaving Chicago by the Express Train at night, connect at Detroit with the north shore boats for Buffalo.

Two trains of cars leave Detroit,—the Express Train on the arrival of the north shore boats from Buffalo, in the afternoon, to Chicago; and the Mail Train, in the morning.

A line of steamers connect at Chicago with the road, for Milwaukee, Kenosha, Racine, Waukegan, Sheboygan, and other ports on Lake Michigan.

Stages run from Battle Creek and Kalamazoo to Grand Rapids; Ypsilanti to Adrian; Dexter to Mason; Jackson to Jonesville and Lansing, the capital of the state; Marshall to Coldwater; Niles to Logansport, Ind.; Dexter to Howell.

Boats leave the Michigan Central Railroad Wharf, Buffalo, every evening, for Detroit, on the arrival of the Express Train from Albany. The line consists of the steamers

MAYFLOWER, CAPT. GEO. WILLOUGHBY.

ATLANTIC, CAPT. J. B. PETTEY.

OCEAN, CAPT. D. H. MCBRIDE.

J. MOVIUS, AGENT, Buffalo.

MICHIGAN SOUTHERN RAILROAD.

Distance from Buffalo to Monroe, (by steamer,).....240 miles.
 Distance from Buffalo to Toledo, (by steamer,)250 miles.

Monroe Pier to		Chicago,.....	0	--
Monroe City,.....	3 $\frac{1}{2}$ --	Indiana West Line,.....	11	--
Ida,.....	9 $\frac{3}{4}$ -- 13	Bailey Town Junction,.....	26	-- 37
Petersburg,.....	7 -- 20	Calumet,.....	5	-- 42
Deerfield,.....	4 -- 24	Holmes,.....	8	-- 50
Palmyra,.....	5 -- 29	La Porte,.....	10	-- 60
Adrian,.....	7 $\frac{1}{2}$ -- 36 $\frac{1}{2}$	Terre Coupee,.....	14 $\frac{1}{2}$ --	74 $\frac{1}{2}$
Clayton,.....	11 -- 47 $\frac{1}{2}$	South Bend,.....	11 $\frac{1}{2}$ --	86
Hudson,.....	5 $\frac{1}{2}$ -- 53	Mashawaka,.....	4 --	90
Pittsford,.....	7 -- 60	Elkhart,.....	11	-- 101
Osseo,.....	4 -- 64	Bristol,.....	9	-- 110
Hillsdale,.....	5 $\frac{1}{2}$ -- 69 $\frac{1}{2}$	Constantine,.....	6	-- 116
Jonesville,.....	5 -- 74 $\frac{1}{2}$	White Pigeon,.....	4	-- 120
Allen's,.....	8 $\frac{1}{2}$ -- 83	Sturgis,.....	12	-- 132
Quincy,.....	3 -- 86	Burr Oak,.....	6	-- 138
Coldwater,.....	6 $\frac{1}{2}$ -- 92 $\frac{1}{2}$	Bronson,.....	7	-- 145
Branch,.....	2 $\frac{3}{4}$ -- 95	Branch,.....	8	-- 153
Bronson,.....	8 -- 103	Coldwater,.....	2 $\frac{1}{2}$ --	155 $\frac{1}{2}$
Burr Oak,.....	7 -- 110	Quincy,.....	6 $\frac{1}{2}$ --	162
Sturgis,.....	6 -- 116	Allen's,.....	3	-- 165
White Pigeon,.....	12 -- 123	Jonesville,.....	8 $\frac{1}{2}$ --	173 $\frac{1}{2}$
Constantine,.....	4 -- 132	Hillsdale,.....	5	-- 178 $\frac{1}{2}$
Bristol,.....	6 -- 138	Osseo,.....	5 $\frac{1}{2}$ --	184
Elkhart,.....	9 -- 147	Pittsford,.....	4	-- 188
Mishawaka,.....	11 -- 158	Hudson,.....	7	-- 195
South Bend,.....	4 -- 162	Clayton,.....	5 $\frac{1}{2}$ --	200 $\frac{1}{2}$
Terre Coupee,.....	11 $\frac{1}{2}$ -- 173 $\frac{1}{2}$	Adrian,.....	11	-- 211 $\frac{1}{2}$
La Porte,.....	14 $\frac{1}{2}$ -- 188	Palmyra,.....	7 $\frac{1}{2}$ --	219
Holmes,.....	10 -- 198	Deerfield,.....	5	-- 224
Calumet,.....	8 -- 206	Petersburg,.....	4	-- 228
Bailey Town Junction, ..	5 -- 211	Ida,.....	7	-- 235
Indiana West Line,.....	26 -- 237	Monroe City,.....	9 $\frac{1}{2}$ --	244 $\frac{1}{2}$
Chicago,.....	11 -- 248	Monroe Pier,.....	3 $\frac{1}{2}$ --	248

Distance from Buffalo to Chicago, via Monroe,.....485 miles.
 Distance from Buffalo to Chicago, via Toledo,.....495 miles.

The boats of the Michigan Southern Railroad Co., leave the foot of Commercial street, Buffalo, daily, after the arrival of the Evening Express Train from Albany. The line is composed of three first class steamers:

EMPIRE STATE,.....CAPT. H. VAN ALLEN.
 NORTHERN INDIANA,.....CAPT. R. WAGSTAFF.
 SOUTHERN MICHIGAN,.....CAPT. A. D. PERKINS.

H. M. KINNE, AGENT,

Michigan Southern Railroad Dock, foot of Commercial street.

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THE
ONTARIO AND ST. LAWRENCE
STEAMBOAT COMPANY'S
Hand-Book for Travelers
TO
NIAGARA FALLS,
MONTREAL AND QUEBEC,
AND
THROUGH LAKE CHAMPLAIN
TO SARATOGA SPRINGS.

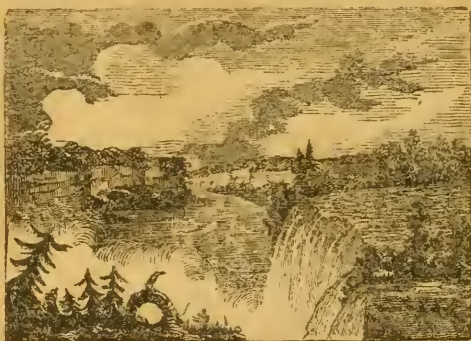
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1852.

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